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THE NEW ELEVATOR AT LUDINGTON, MICH.

It is a little over four months since the Flint & Pere Marquette Railroad Elevator at Ludington, Mich., was burned. As soon as the debris had cooled the company began clearing away for rebuilding, and within about three months' time after the fire the new elevator shown in the engraving, which was opened about a month ago, was erected on the site—a larger, faster and more modern house in every way than the one that had been destroyed. This elevator, as many readers know, was built to receive grain from steamers from Manitowoc, Wis., to be transferred for shipment eastward in the company's own cars. Large handling capacity rather than large storage capacity was therefore desired; and on designing the elevator, the engineers and builders, John S. Metcalf & Co. of Chicago, held this idea strictly in mind. So that while the elevator has a storage capacity of only 150,000 bushels, the handling capacity of the marine leg in the dock tower is 12,000 bushels per hour.

The foundation of the elevator consists of piles and grillage, the building being a frame structure with bins of the usual crib construction. The height is 149 feet, and ground plan 64x50 feet. The walls are covered with corrugated iron, painted with graphite paint.

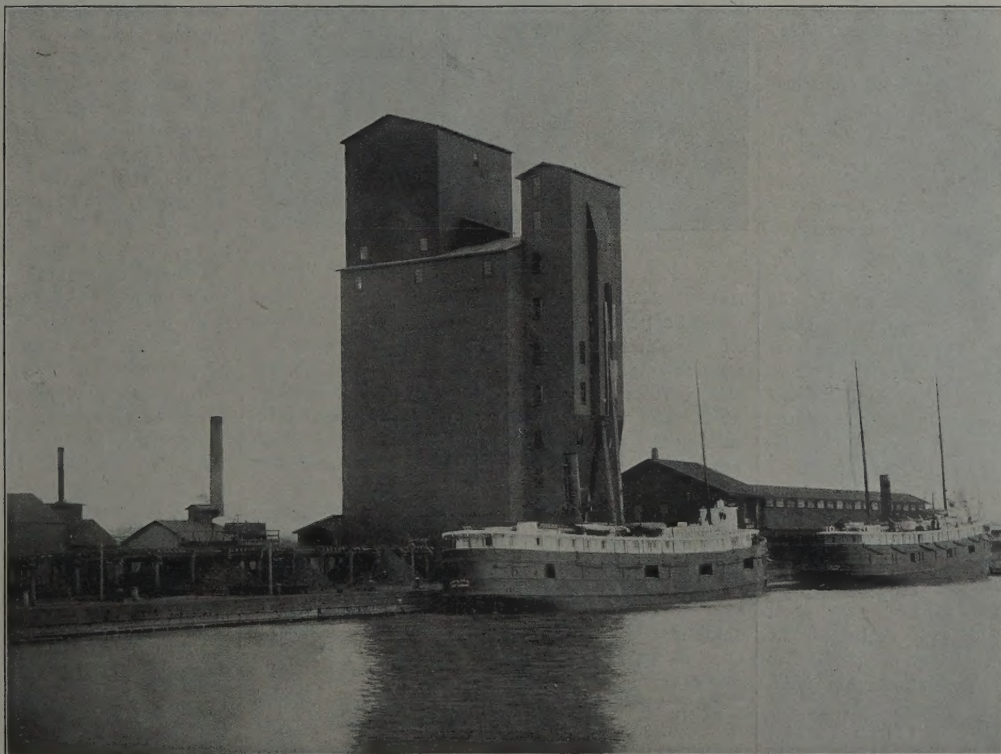
There are in all 29 bins, with capacities ranging from 2,000 to 7,000 bushels each. The elevator receives grain from boats by a marine leg in the dock tower, which has 12,000 bushels' capacity per hour and discharges into a garner provided with

a rotary garner bottom. It then passes to a 200-bushel steel scale hopper, and then is spouted to the lofter legs which elevate it to the cupola. The lofter legs are provided with switch valves to permit the grain to be discharged into two garner located over the scale hoppers or into a third garner located in the central part of the house, which connects with two distributing spouts, through

easily, and having few working parts, are not liable to get out of order. For a garner bottom over the scale hopper in the marine tower, they cannot be excelled. The weighman has to work rapidly and accurately, and as he can operate this valve very easily with one hand, he has the other hand free for the scale hopper lever.

The marine tower contains a line shaft driven by a 50-horse power electric motor. The marine leg itself is counter-weighted and fitted with hoisting apparatus for raising and lowering. The hoisting machine is fitted with automatic stops and safety slack-cable appliances. The leg is also supplied with a pusher, driven by spur and worm gearing, and furnished with automatic safety stops, all of which, in connection with the hoisting apparatus, make the handling of the leg completely practicable and safe.

Electricity is used also for operating the geared car puller, located in the first story of the elevator, a 5-horse power motor being employed; while a 50-horse power motor operates the lofter legs. The electric current is supplied from the power plant, situated beyond the rail-



THE NEW FLINT & PERE MARQUETTE ELEVATOR AT LUDINGTON, MICH.

which the grain is sent to any one of the storage bins. The garner over the scales have 1,400 bushels' capacity, and each is fitted with a rotary garner bottom. These discharge into 1,400-bushel scale hoppers with rotary bottoms over Fairbanks Scales. From the scale hoppers the grain is sent to two car-loading spouts, fitted with Sandmeyer Loaders. The rotary garner bottoms mentioned above are a decided improvement over the old styles. Being a balanced valve and revolving on one central bearing, they are operated quickly and

way tracks, the switches and controlling devices for the entire elevator system being located in a fire-proof room built within the elevator. The power plant of the old elevator is used, it having escaped injury by the fire which destroyed the former elevator.

The elevator machinery was all furnished by the Webster Manufacturing Company of Chicago.

The elevator is in continuous operation; for while the grain handled all comes from the west side of Lake Michigan, the railroad company's line of

steamers make daily trips from Manitowoc to Ludington, summer and winter, and from these boats the grain is transferred to cars. The railroad company also has in operation a great car ferry, the Pere Marquette, constructed at a cost of \$400,000, which makes two round trips daily to Manitowoc, delivering at Ludington at each arrival 32 loaded cars of grain, or 64 daily. These cars are sent over the railroad company's road without transferring the grain, so that the delay due to transferring is avoided. Trips are made through the winter as well as in summer, the vessel being able to force its way through any ice floe it may encounter, except in most extraordinary seasons.

THE CANADIAN COMMISSION INQUIRY.

The Royal Commission on the Shipment and Transportation of Grain in Canada has been holding its sessions at various interior towns of Manitoba, accumulating evidence of more or less interest and value. It is unnecessary to here follow the Commission on its extensive pilgrimage; but a few facts as elicited by the inquiry may throw some light on Canadian conditions at this time.

At Methven, Frank O. Fowler, a member of the Provincial Parliament, was heard. He made the point that the regular grain dealers were making a mistake in opposing the erection of flat warehouses, because it is a matter of observation and knowledge that on other roads than the Canadian Pacific, where the privilege of erecting the flat warehouses is conceded, such structures are not in reality being put up. He contended that the producer should be allowed to ship his grain in any way he chose; but that the privilege of loading on the cars is really no privilege, because of the difficulty in getting cars when they are required. He suggested as a remedy for existing evils a railway commission clothed with full powers to deal effectively with any situation that might present itself. He estimated that last year there was a loss of from four to six cents within his district on account of the shortage of cars.

Thomas E. Banting, a grain buyer at Banting, said that when he built his elevator he built on his own land, and the railway built its tracks to him. He did not oppose the flat house; and he allowed farmers to use his scales for weighing their loads no matter where the grain went. He advised farmers to clean their grain before marketing it, as a remedy for dockage, but he would not favor any proposal to make such cleaning compulsory.

At Portage la Prairie, Richard Thompson, of the Lake of the Woods Milling Company, was the chief witness. He said that when wheat is received on storage by his company it is not separately binned, but received by grade only; but that in the event of the farmer's withdrawing the grain on storage receipt and shipping it through the company's elevator on his own account, the company guarantees the grade and weight at Fort William. Speaking for himself and not for the company, he said he saw no reason why grades and weights should not, as a matter of legal compulsion, be guaranteed by elevator shippers. He expressed the opinion that farmers should be allowed to load on cars direct or through flat warehouses if they desired to do so, conceding that a farmer should be allowed to get the best price he thought possible for his grain. Mr. Thompson expressed the opinion that an elevator was not bound to take in farmers' wheat on storage, but did it as a matter of accommodation; and he did not object to farmers being allowed to take away cleanings from their wheat if they desired to have them.

Another witness, Locke A. Bradley, complained of the dilatoriness of the inspector's staff at Winnipeg in returning certificates of official grade. He said that he shipped through the Farmers' Elevator 4,000 bushels on September 15 last, but did not get certificates of the grade until November 15, although he had written for them. All the wheat in the shipment came out of a special bin in the elevator and only one car out of the six went No. 1 hard. Certificates of the grade were so long de-

layed that he had no opportunity of calling for the survey or applying for redress.

"A remarkable feature of the sitting of the Commission at Neepawa," says a local commentator, "was that, though no restrictions are imposed on farmers as to the mode of shipment at that point, the evidence disclosed about as great a number and variety of complaints as at other points where standard elevators only are allowed to do business."

At Brandon the regular dealers had no fault to find with the flat houses, although one of them testified that when he was granted permission to build his elevator on the C. P. right of way he was required to agree to take down his flat house, and did so. A farmer recorded his complaint, not against the elevator man, but that he shipped a car of wheat on March 2 to Fort William, but that it did not arrive there until April 22, and that the grain was then rejected, netting him a loss of \$300. Further, whereas he had repeatedly asked the railroad to compensate him for his loss, it has so far failed to do so.

THE SECRETARY OF THE CHICAGO BOARD OF TRADE IN A NEW ROLE.

George F. Stone, as secretary of the Chicago Board of Trade, is called upon to fill a variety of



GEORGE F. STONE.

duties. Always equal to every emergency, however, he performs every task which falls to him in his official capacity in a manner showing the possession of a highly endowed and versatile mind. His services in particular during the Fall Festival at Chicago were invaluable in securing and maintaining the thorough order by which it was made possible to bring to a successful termination one of the great days of Chicago's history.

The accompanying portrait shows Capt. George F. Stone as an officer on the staff of General Bentley, at the laying of the cornerstone of the new Government Building at Chicago on October 9. General Bentley commanded the First Division, containing President McKinley, Premier Laurier of Canada, the Vice-President of Mexico, and suites and other distinguished guests.

Capt. Stone was in the saddle from six o'clock in the morning until the close of day, and not a little of the success of the parade and of various other events of the great festival was due to his active services and his fertile suggestiveness.

The mathematician has gotten his work in again in Kansas, and says that \$200,000 a year is spent in that state for corn-husking mittens. He figures that "there are 144 quarter sections of land in a township. Two huskers to the quarter would make 288 huskers in a township, or a total in the county of 5,760. Each husker will use four yards of cotton flannel, making a total for one county of 23,040 yards. This, at 18 cents a yard, amounts to \$4,147.20," and so on for the state.

CONNECTICUT FEED LAW.

The Connecticut feedstuffs law has been in operation since July 1, but like all new radical laws, new wrinkles in its administration are constantly arising. The definitions are by now pretty well established, however, and the State Dairy Commissioner, J. B. Noble, has caused the state chemist to make analyses of the stuffs offered for sale in the state, as provided by law, which have been published in the experiment station bulletins, "together with such other additional information in relation to the character, composition, and use thereof, as may seem to be of importance, and issue the same annually, or more frequently, if deemed advisable." The buyers are, therefore, now well informed as to what to demand of the feed dealers.

The term concentrated commercial feeding stuff as defined by the act is now held to mean linseed meals, cottonseed meals, pea meals, cocoanut meals, gluten meals, gluten feeds, maize feeds, starch feeds, sugar feeds, dried brewers' grains, malt sprouts, hominy feeds, cerealine feeds, rice meals, oat feeds, corn and oat chop, corn and oat feeds, ground beef, or fish scraps, mixed feeds, provenders, bran, middlings, and mixed feeds made wholly or in part from wheat, rye or buckwheat, and all materials of a similar nature except hays and straws, the whole seeds and the unmixed meals made directly from the seeds of wheat, rye, barley, oats, Indian corn, buckwheat, or broom corn. The penalty for making or selling material below the standard prescribed and not properly labeled is \$100 or less.

THE BROOMCORN BOOM.

The extent of the operations of the Union Broomcorn & Supply Company, the so-called "broomcorn trust," are now pretty well understood. Controlling, as the company does, 90 to 95 per cent of the available supply of brush, it is a practical monopoly that expects to dictate the prices of brush until August next, and no doubt will take all the profit the business will stand. At present \$140 a ton is the limit the company will pay for brush, in hands of brokers, while a farmer at Charleston, Ill., who got \$122.50 per ton for his stock received the highest price reported paid to any grower. Prices to consumers is "another story," which will, no doubt, be told in short chapters in a monthly serial, beginning with December (with price at \$200), and not to be concluded until June or July next.

Brooms meantime are soaring, having reached their highest notch for thirteen years. By January 1 the price is expected to reach \$5 a dozen, at least. The "trust," not content with an estimated pick-up of \$10,000,000 on its deal in brush, is now credited with a desire to absorb the broom factories also, factories at Kansas City, Charleston, Ill., and Urbana, Ohio, having been already approached with offers of purchase. In addition to broomcorn going up, broom handles have increased from \$8 to \$11.50 per 1,000; tacks have been increased a cent and a half a pound, wire has increased 2 cents a pound, and twine has increased 11 cents a pound.

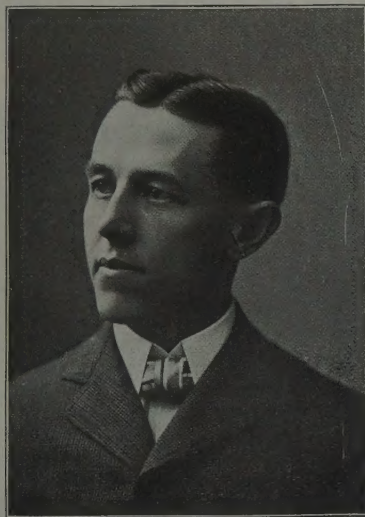
Of course, the boom in brush leads to the expectation that the acreage will be largely increased next year; and to get a rake-off here, also, it is said that "there is no doubt the combine has been making offers for seed, but they are not likely to corner the market, as the farmers throughout all the growing districts have more or less seed." The price is now \$3 to \$4 per bushel, which is about last year's price at this time.

In this connection the following brief abstract of a lecture on broomcorn, by J. O. Toland, a prominent producer of Humboldt, delivered at the University of Illinois, on December 1, will not be without interest: "The cost of raising broomcorn is about \$40 per ton. Three acres are required to produce one ton, and in favorable seasons the profits obtained are greater than those from Indian corn. The present high price of \$200 per ton is not due to an increased demand, but to a corner by a few brokers. The demand increases very slowly, the entire amount used in the world being only about

35,000 tons, of which 22,000 to 28,000 tons are raised near Arcola. The history of the price has been that an increased area devoted to this crop means an overproduction, and an immediate slump in price. The demand for seed for next year cannot be supplied. All sections of the state are introducing broomcorn. This means disaster to the grower, and no one should go into the business without making a thorough study of the situation."

FRED MAYER.

Everybody who is interested in the Toledo market knows Zahm & Co.'s Red Letter. If anybody doesn't, he doesn't know a good thing, and should make application to have it pushed along in his direction, and it will be a "red letter" day when it begins coming. Now, after getting to know the Red Letter, the next best thing that can happen



FRED MAYER.

is to know the editor of the Red Letter, Fred Mayer, of Zahm & Co., Toledo; not because he is an editor, because lots of editors aren't worth knowing, but because you soon find out that he knows a heap more than he tells you in the Red Letter and is one of the tip-toppers in any crowd of good fellows you can meet in the grain trade.

Mr. Mayer was born of German parentage in Toledo in 1868. That was about the time Ohio began capturing pretty much everything else in sight worth anything. In 1882 when he had arrived at the mature age of fourteen, when, as an old Illinois pioneer used to say, boys as a rule are at "just the right age to kill," he became office boy for Zahm & Co. Two or three years later he was promoted to stenographer; then he was made trackman; then he was put on the books. Thus by successive steps he learned every branch of the business in a practical way. In 1893 he was taken into the firm as a partner and sent to Detroit to manage the firm's business there. Detroit, however, is only a way station in the grain trade, and in 1896 the office of Zahm & Co. there was closed and Mr. Mayer brought back to Toledo, where he has since lived, his own family consisting of a wife and daughter five years old.

Mr. Mayer is in the grain business for revenue, of course, but not for revenue only to the exclusion of all other things. He recognizes that his is an honorable occupation because the grain buyers and receivers perform a distinct service to grain producers. The business being for that reason a permanent one, the members of the trade have personal and business rights that they themselves as individuals and the laws should respect. He is, therefore, a consistent and abiding friend of the dealers' associations; he attends their meetings, and gives their members the benefit of his experience and advice. Meantime his Red Letter is punctuated with good advice to shippers with reference to the practical details of their business, outside of the ques-

tion of markets, which is, of course, the burden of the Red Letter. In this way Mr. Mayer has made himself of great pecuniary value to the trade shipping to Toledo, and as he has but begun his career, there are in the course of nature, let it be hoped, many years of continued usefulness ahead of him.

THE INSPECTION OFFICES.

The directors of the Louisville Board of Trade, on recommendation of the grain committee, has elected O. D. Coldey official weigher of dried grains. Instead of feeding distillery slop at the distillery, as formerly, the spent grains are now dried, compressed, baled and shipped abroad for cattle food. Germany is the largest buyer. Feeders in that country are aware that both distillery slop and brewers' grains, while highly objectionable as cattle food in the slop, are, on the contrary, of high value as feed in the dry state. American feeders, influenced by the legitimate outcry against the slop, have generally overlooked the merits of the dried grains, which thus go abroad.

Wm. H. Gooding, who was recently appointed state grain inspector for the state of Missouri, took charge of the office early in November. Mr. Gooding had been engaged in the milling business for some twelve years at Macon, Mo.

On December 1 the Railroad and Warehouse Commissioners, who make these appointments, made M. C. Fear supervising inspector at Kansas City, vice John Dower, removed. Mr. Fear is an old inspector, and his appointment is a promotion. E. E. Hayman succeeds A. Taliaferro as chief weighmaster at Kansas City. This also is a promotion.

The Montreal Corn Exchange Association has appointed a committee to meet with representatives of the railway companies and of the Montreal Elevating Company, with a view to having sworn weighers placed in the public elevators.

The Board of Trade of Portland, Me., after a careful investigation of inspection methods in this country, drew up a plan for a system at Portland. The committee then notified the Grand Trunk Railway Company, at whose solicitation the creation of a grain inspectorship was first considered, of their progress and willingness to confer with them regarding the appointment of an inspector; but although this was done some time since, nothing has been heard from the railroad and the matter is in abeyance pending its action.

Chief Grain Inspector Reishus of Minnesota has appointed Joseph Thompson of Devil's Lake, N. D., deputy grain inspector, with office at Duluth. This appointment is said to be a result of the efforts made by the North Dakota and Minnesota Legislatures last winter to secure a more uniform system of grading in the grain of the two states. Mr. Thompson will pass on grain which goes through that port, especially from the West. His selection was on the recommendation of North Dakota state officials, and he is said to be qualified for the position. His salary will be \$1,800 per year, to be paid by the Minnesota grain inspection department.

The appointment of a deputy inspector at Winona, Minn., has been indefinitely postponed.

The new boards of appeal of the Minnesota inspection system are said to be working satisfactorily. The record for two months at Duluth, whose board has the most to do, shows that two-thirds of the decisions of deputy grain inspectors are upheld by the board. Of the remaining one-third, a large number of changes in grading awards are due to slight corrections in dockage, shortage, etc. The presence of smut in the wheat delivered at Duluth has caused the number of appeals to be larger than otherwise would be the case.

Omar Whitlock of Green County, Ind., reports to the Indiana Farmer a corn curiosity in the way of two perfect ears of corn in one husk. It is of the strawberry variety, and each is about six inches long. The ears are perfect in every respect, there being no connection whatever.

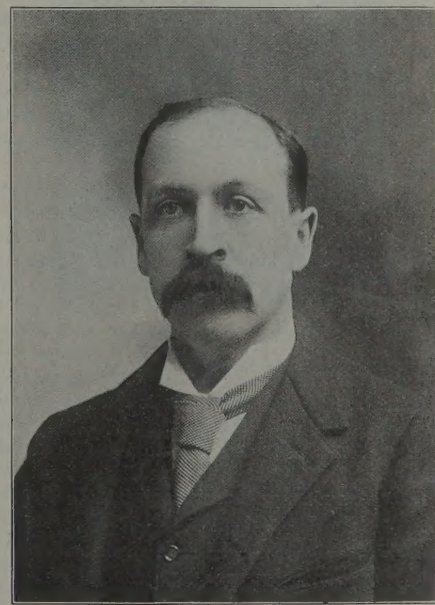
W. L. PARRISH.

Winnipeg, Manitoba, is the natural gateway for Manitoba and the Canadian Northwest. While the provincial lake port is Fort William, that town, although an ancient one, whose foundation stones were laid by the trappers and the agents of the great fur company who first "spied out the land," seems to be limited in its possibilities as a commercial center, so that Winnipeg has become the metropolis and great financial and business city of the Canadian Northwest. Through its doors passes all the grain going eastward and all the supplies going westward and northwestward for distribution to the growing communities supported by the farms. It is the Chicago of Canada, so to say.

The president of the Winnipeg Grain Exchange occupies, therefore, a very prominent position in the grain trade of Canada. Naturally he is selected from the more experienced and highly esteemed members of the Exchange, because his presidency will add dignity to the Exchange and increase the confidence in which it is held by the interior grain dealers.

The present chief executive of the Winnipeg Grain Exchange is W. L. Parrish. He was born in the year 1860, near the city of Toronto, Ont. He entered the grain trade in 1876, at the age of sixteen, and has never been wholly out of the trade since. Four years, however, were spent in the milling business. In the year 1881 he removed to Manitoba, settling at Brandon, where he lived until the fall of 1898, when he removed to Winnipeg.

Mr. Parrish was in business at Brandon with his father, Samuel Parrish, from 1882 to 1886, after



W. L. PARRISH.

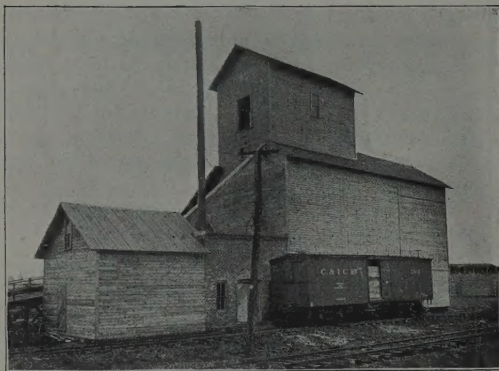
which he went into a partnership with Wm. James Lindsay. This connection lasted until a few weeks ago, when Mr. Lindsay retired. Mr. Parrish is now carrying on the business on his own account, buying grain at some elevators of his own and also at a number of points through farmers' elevators, and handles wheat, oats and barley.

At the annual meeting of the Winnipeg Grain Exchange in January last, Joseph Harris was elected president and W. L. Parrish vice-president by acclamation. When, however, in September last, Mr. Harris was compelled to retire on account of ill health, Mr. Parrish was unanimously elected president, and has made a popular official.

The rules governing the handling of clover seed at Toledo, established October 1, limiting the time the seed may lie in the railroad warehouses and regulating the furnishing of help by the railroads for loading and unloading, have been adopted by the railway superintendents and put into operation at all points in Michigan and also at Cleveland, Columbus and Cincinnati, Ohio.

M. DUFFY'S ELEVATOR AT SWANINGTON, IND.

Fire in an elevator is about its most unwelcome visitor, but after it has come and gone there are compensations for the havoc wrought when a new plant, built just as one wants it, has replaced the ruins. The elevator shown in the accompanying engraving, owned by M. Duffy, which is located at Swanington Ind., occupies the site of an old elevator burned on June 12 last. The original house was bought by Mr. Duffy in June, 1894, from Leroy Templeton as assignee for Baldwin & Atkinson. The new house was designed by Flora & McMillin of In-



M. DUFFY'S ELEVATOR AT SWANINGTON, IND.

dianapolis, the work of construction having been superintended by Mr. McMillin.

The elevator proper is 55 feet long by 22 feet wide and 57½ feet high to the comb of the cupola. It stands on a stone foundation, and was built of 2x8's to the first bent and 2x6's above. It has ten bins. The hopper scales, of 600 bushels' capacity, are located above the working floor, but all the weighing and handling of grain into and out of the house is done from the first floor.

The elevator is well equipped with modern machinery. First, it has one stand of elevators with 7x12 buckets, two dumps and two sinks, both sinks having drags to move grain to the elevator. Ear corn can be elevated in the ear or passed by the elevator to the sheller, which has a capacity of 400 to 600 bushels per hour. As the ear corn passes the elevator on its way to the sheller, it crosses a grated opening into which the loose corn drops, so that the sheller has nothing to handle but the corn on the ear, and therefore has a larger shelling capacity. The shelled corn is then elevated to the cupola and separated by a Reliance Double Cleaner, which after a brief usage has so far well pleased the owner. It separates the corn from the sheller into cleaned corn, cobs, dust and feed, each of which is run into a bin prepared for it. When running ear corn to the storage bins by means of a chain drag it is passed over a grated opening to remove the shelled grain, and when the grain comes from the crib it is handled in the same way.

The drags from each sink and from the cribs are all operated from the first floor and have double drives, so that they may be run fast or slow, as the operator desires. A two-stand drop drive transmits the power from the bottom, or line, shaft to the upper, or counter, shaft. The power is a 20-horse power steam engine, located in an 18x20-foot brick building connected with the main building. The fuel room adjoining the engine room is 18x20 feet in size and contains bins for coal and cobs, both of which are accessible from the same door.

The elevator has also a No. 8 Bowsher Corn Grinder, which is so located that corn can be dumped and stored in a bin, from which it may be drawn to the grinder. After crushing it is elevated to a storage bin from which it is loaded into wagons.

Mr. Duffy thinks every elevator plant should have a corn grinder or crusher of some sort to be operated by regular power of the elevator. He is also of the opinion that elevator men generally should have facilities for feeding a carload or two of cattle on the premises in connection with the elevator. The cattle will consume the waste of the elevator, and

can be put into fine shipping condition to get the top price at the Yards by feeding ground stuff mixed with a little oil cake.

The house is excellently located, having shipping facilities on the "Big 4" and C. & E. I. roads. Lewis Moyer of Swanington has charge of the weighing and the general management of the elevator, which was opened for business on November 22 last. Mr. Duffy is one of the influential men of his town and county, and has the reputation of being a good business man and a "hustler," and to be making money handling both grain and stock.

MINNESOTA COMMISSION MEN AND THE GRINDELAND LAW.

The Minnesota commission merchants in grain and produce, having been beaten in their appeal to the state courts to set aside the new Grindeland law, requiring them to take out licenses and give bonds to indemnify shippers in case of loss through the dishonesty of the commission merchant, applied by means of a technical case of habeas corpus to the Federal District Court at Duluth for relief. Judge Lochren, by whom the argument was heard, dismissed the writ. He did not, in his oral decision, discuss the question whether the law infringes the freedom of contract, but said that "as applied to state commerce it appears that the act has been before the state Supreme Court and has been declared constitutional. The federal court would not, therefore, declare invalid what had been declared valid by the state court. The court then continued substantially as follows:

"It has been held that a state cannot interfere with interstate commerce, and cannot pass laws which are evidently intended to discriminate against interstate commerce, and cannot tax interstate commerce. It is admitted in the argument, and so held by the Supreme Court of this state, that this is not a revenue law, and the same is apparent from the fact that the fee is but \$1.

"It claims to be a law to regulate the commission business; and if it is objectionable at all it must be from the fact that it interferes with the freedom of individuals to transact their own business upon their own discretion and upon their own

once met with the State Railroad and Warehouse Commission to arrive at a basis of the amount of the bond to be given by them as individual firms. The Commission at first decided to take each case separately, and upon the petition of the individual firms to consider such evidence as they might submit as proof that 10 per cent of their last year's business was too large a sum to be required as a bond, but after more careful hearing the Commission decided that the bond required should be equal to the maximum daily balance owing to consignors. This was satisfactory; and now the business of the local concerns is being investigated by experts. When the commission man receives consignments he immediately remits to the consignor a sum equal to about 90 per cent of the value of the goods and the balance is withheld for the purpose of settling freight charges and paying the commission. When the deal is closed the remainder is remitted to the consignor.

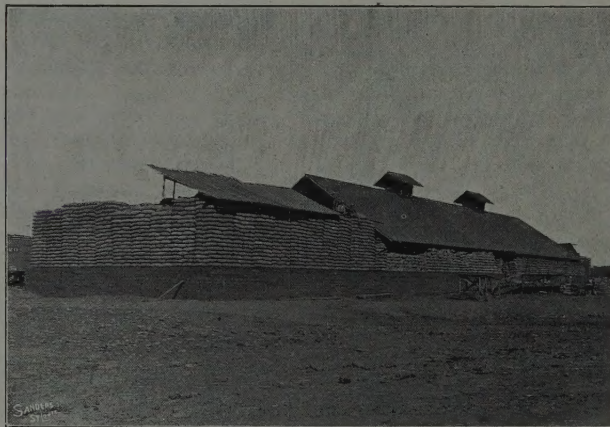
THE ST. LOUIS ELEVATORS.

In an action at St. Louis to protect the interests of the C., B. & Q. R. R. Co. in the property of the Consolidated Elevator Company, the court, on November 16, after hearing evidence, turned over the "Q" Elevator to the railroad company. The company was directed to pay to Trustee Carr the sum of \$12,500 in cash and to surrender also to him \$97,500 in mortgage bonds and \$48,750 in preferred stock of the Consolidated Company.

Foreclosure proceedings at St. Louis have resulted in an order to sell the property of the Farmers' Elevator Company. The bonded debt of the company is \$300,000, and the floating debt \$70,000. The company was capitalized at \$350,000.

A WAREHOUSE IN THE NEW NORTHWEST.

One of the advantages of the elevator business, or rather of the warehouse business, in the Pacific Coast states is, that at certain times of the year most of the storage capacity of the house can be located outside the building. The illustration shows one of the warehouses of the Western Warehouse Company of Portland, Oregon, in the interior. It



TYPICAL OREGON WAREHOUSE IN THE BUSY SEASON.

risk, and that it goes further than our institutions and the theory of our government warrant in the direction of paternalism, by providing for the security to persons who intrust articles of farm produce to commission merchants. This act does not seem to make any discrimination against interstate commerce. It is true, it gives to persons in other states who may deal with commission merchants in this state the same security as to our own citizens, neither more nor less, but as I said before, there is no discrimination against interstate commerce.

"It does not seem to me that a case is presented that would warrant me in holding that this statute is invalid."

From this decision the commission men decided not to take a further appeal, but they will submit to the requirements of the law. The grain men at

looks a trifle crowded around the warehouse, but there is plenty of good ground adjoining, and the "capacity" of the warehouse can be indefinitely increased for the time being, so long as the ground holds out.

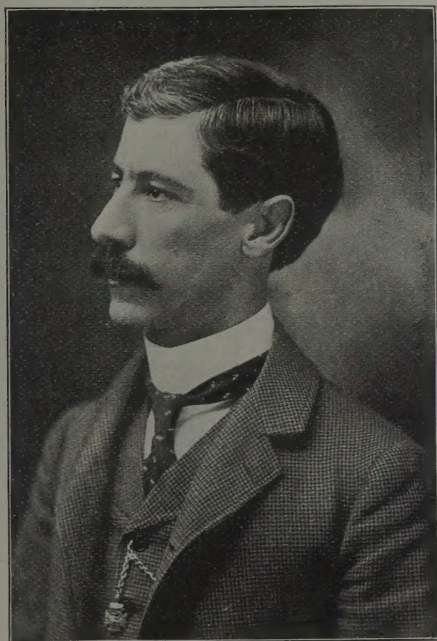
The grain bag balance sheet for the Pacific Coast for the year 1899 is about as follows: For California—Stock on hand, 5,250,000; domestic manufacture, 7,500,000; prison manufacture, 7,300,000; imports, 18,250,000; total, 38,300,000. For Oregon and Washington—Stock on hand, 500,000; penitentiary made, 1,100,000; imports, 6,486,000; total, 8,086,000; grand total for the coast, 46,386,000. The requirements having been 42,500,000, there is presumably a stock now on hand of 3,886,000 bags for next crop.

JAMES W. SALE.

The National Hay Association is one of the most important commercial organizations in this country, the industry it represents being one of unequalled importance to the transportation companies, to say no more. The statement is a surprising one, even to those somewhat familiar with the trade, that the carriage of the hay crop required, in 1896, no less than 6,576,615 cars, or 1,478,675 more cars than were required to move the combined crop of wheat, oats, corn, potatoes, rye and barley!

Now, although this Association has been in existence for some six years, and the shippers naturally are more directly concerned with its workings than the receivers, James W. Sale, Bluffton, Ind., elected president at Detroit in August last, enjoys the distinction of being the first president of the Association who was elected from the ranks of the shippers, his predecessors having all been commission merchants from the large cities.

Mr. Sale is eminently a proper man for this distinction. In the first place, he has been in the hay



JAMES W. SALE.

and grain trade from boyhood. For eleven years he was office boy, bookkeeper and confidential clerk in their order for his present partners, who have been established in business at Bluffton for forty years; after which service he became, and has been for twelve years, a member of the firm of Studabaker, Sale & Co. So that, although he is still a young man, he is by no means a novice in the grain and hay trades. In the second place, Mr. Sale has been an active member of the National Hay Association since its second year, and served as committeeman and director for three years prior to his election as president. He believes thoroughly in the organization, and is determined to double its membership by the date of the next annual meeting, which will be held in Baltimore in August, 1900. He is also a member of the National Grain Dealers' Association, and for several years past has been a strong advocate for an Indiana state grain organization.

At the present time Mr. Sale is actively at work with the other executive officers and the Transportation Committee of the National Hay Association, in an effort to secure a postponement of the action of the Central Freight Association, which has ordered that hay be changed from sixth to fifth class on January 1 next, thereby adding considerably to the freight from Western points to the Eastern markets, after contracts had been made on the customary classification. If they fail, it will not be because of a lack of due diligence in their efforts, nor because the best ability of the Association has not been brought into activity.

The National Hay Association has already accomplished much for the hay trade generally; and under the active and forceful direction of Mr. Sale it cannot fail to still further merit the support of the trade. Every hay shipper in the United States should be associated with the bright men who have fostered it and are now managing its affairs.

AN EXHORTING ELEVATOR.

It has long been customary for certain enthusiasts to use the "small ad." columns of the metropolitan press to quote admonitory texts for the edification of the reading public; but to use the elevator wall for the same purpose, to the exclusion of the flaring "The Beer That Made" and the railroad signs, is, indeed, an original departure in elevator decoration.

The originator of this novel form of advertisement is E. D. Heyde, a devout grain dealer of a Kansas town, who astonished the town and travelers that-a-way by painting on the side of his elevator, in letters that can be read for miles away, the following startling admonition:

"Eternity. In hell he lifted up his eyes, being in torment. Be not deceived. God is not mocked. Heaven and earth shall pass away, but my words shall not pass away. Fear God and keep his commandments, for the son of man is come to seek and save that which was lost."

THE DEVELOPMENT OF GALVESTON.

The annual meeting of the Galveston Cotton Exchange took place on the evening of November 30. At this time J. Reymershoffer, chairman of the grain committee, made his annual report for the fiscal year ended May 31, 1899, with a supplementary statement of exports for the six months ended October 31, 1899. He presented the following comparative statement of grain exported from Galveston from June 1, 1898, to May 31, 1899:

	Wheat.	Corn.
Total, season 1898-99, bu.	13,694,031	3,272,348
Total, season 1897-98, bu.	10,110,476	4,915,703
Increase	3,583,555	.....
Decrease .....	.....	1,643,355

Also the total grain exports from the port of Galveston for four years last past, as follows:

Year ending—	Wheat.	Corn.	Total.
May 31, 1896, bu.	19,691	4,851,752	4,871,443
May 31, 1897, bu.	3,410,907	5,892,271	4,303,178
May 31, 1898, bu.	10,110,476	4,915,703	15,026,179
May 31, 1899, bu.	13,694,031	3,272,348	16,966,379

The exports of wheat and corn from Galveston for five months from June 1 to October 31, 1899, were given as follows, compared with year previous:

	1899.	1898.	Increase.
Wheat, bu.	7,573,907	3,958,326	3,615,581
Corn, bu.	1,464,164	68,714	1,395,450

Referring to the history of the grain business of the past, Mr. Reymershoffer said the earliest exports were made to England by C. W. Hurley and Edward Webster as early as 1874. There was then a small elevator at the foot of Twenty-second Street, as well as the Galveston Flour Mills at Thirty-third Street and Avenue B, and a mill and elevator at Houston, all of which were failures. It was also generally believed that the climate was detrimental to the hauling, storage and milling of grain so far South. The change of opinion and the present importance of the grain trade at Galveston are due primarily to Lothar Becker, who, having lost a fortune in the Galveston Flour Mills, after long and persistent efforts, revived both the industries in Galveston by organizing the present Texas Star Flour Mills, which company has since demonstrated that grain can be both handled and milled successfully in Galveston, thereby laying the foundation of the present trade and for an enormous increase in the future.

The committee recommend an amendment to the charter of the Exchange to cover the extension of the grain business of the Exchange and that a more extensive system of daily reports and quota-

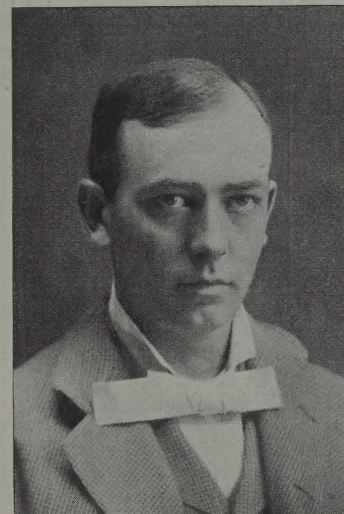
tions of prices from the principal markets be devised and instituted.

HON. THOMAS A. WAY.

The right kind of a grain dealer is nearly always a man of considerable local political influence. Not many of them, however, have used it for their own political advancement—not nearly as many as might have done so with material advantage and honor to their own communities. Still some good men do get into the Legislature, and among these now and then we find a grain dealer.

Among such additions to the legislative body of the state of Iowa is Mr. Thomas A. Way, of Britt, president of the Northwestern Iowa Grain Company, with headquarters at Mason City, who was elected to represent the Seventy-fifth district, composed of Hancock and Wright counties, at the late election.

Mr. Way represents, in the fullest sense of the word, the progressive business man of to-day that class of men whose value to any community cannot be overestimated. Although comparatively a young man, he has assumed a prominence in local public affairs far beyond his years, and the community he represents knows, and admires him for



THOMAS A. WAY.

his candor, generosity, public spirit and general usefulness.

While nominally the head of a number of successful banking institutions, as well as being president of the Western Electric Telephone System, the largest individual telephone holding in this country, perhaps, operating over 6,000 miles of line, his real hobby has always been the grain business. It was in this line that he got his first start in life in the modest little hamlet of Ellington, Hancock County, where he handled "bunches" of the "stuff" in the old primitive way, before the advent of the latest improved elevator machinery.

The grain company, of which he is now the head, and which is distinctly the result of his astute business ability and push, started in 1897 with one small house. It now has, however, modern elevators on seven of the leading railroads in Iowa and Minnesota, and is adding to the business wherever an opportunity presents itself.

While Mr. Way is not yet 38 years of age, and, technically speaking, will be a "new man" at Des Moines, he is certain to attract attention from the men who occupy the responsible position of pilots of the "ship of state;" and when he catches the Speaker's eye to speak, he will always have something to say worth listening to.

The following grain dealers, not elevator owners, at Winnipeg, have organized an association for the purpose of making shipments of grain for export: Duncan G. McBean, Wm. S. Logan, Thompson, Sons & Co., Walker & Boston, W. C. Graham, F. J. Parker, McBean Bros., MacLennan Bros., John McVicar, John A. Logan, W. Gibbons & Co.

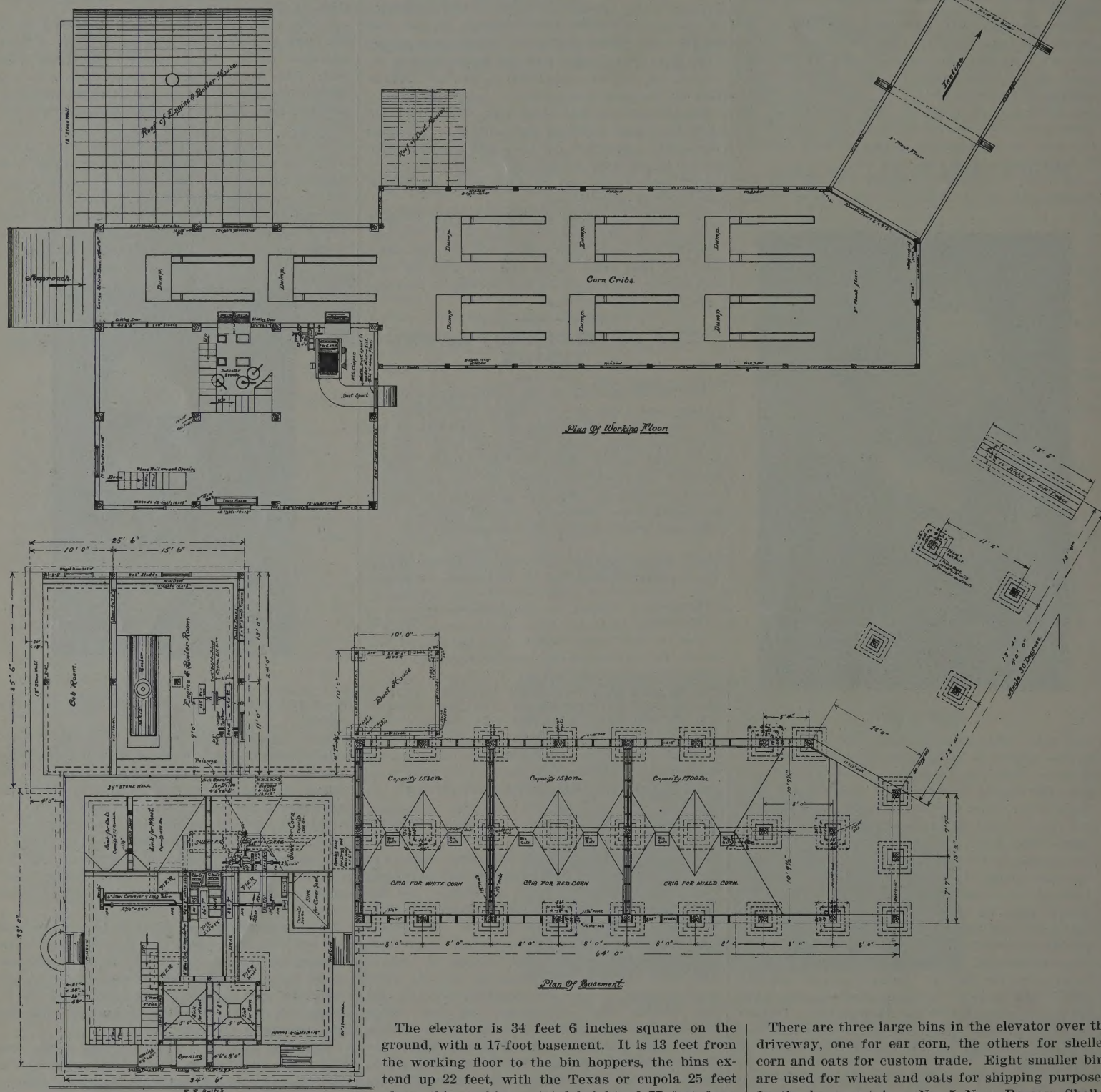
WORKING PLANS FOR A SMALL UP-TO-DATE ELEVATOR.

While a grain elevator is an institution as necessary to a town in a country where there is grain to be marketed as the general store and the blacksmith shop, because no community can really prosper without it, good working plans for wooden houses of small size are not so easy to get as those for bigger houses. Yet the majority of the elevators must be the small ones; and for various

meet the conditions named, for L. Simonton of Lebanon, Ohio. The plans were made by Austin B. Hayes, of Indianapolis, Ind., and were engraved on a reduced scale expressly for the "American Elevator and Grain Trade."

The ground where the crib stands is six feet below the grade, while the ground next to the elevator is about fifteen feet above the grade line, thus making a natural approach into driveway of elevator and crib. The capacity of elevator is 10,000 bushels and that of the crib 5,000 bushels.

joists and $\frac{7}{8}$ -inch flooring. Rafters are of 2x6-inch stuff covered with $\frac{7}{8}$ -inch sheathing and the roofing is of iron. The entire outside walls of the elevator and crib are covered with imitation brick iron siding.



reasons the small house should be carefully built. First, because there are often times when it will be crowded with every kernel of corn or other grain it will hold, and it must be able to endure the strain. Then the facilities for handling the grain through such a house must be of the best, or the cost of that work and the wastage accompanying it will absorb all the profits on the too narrow margins now in vogue among buyers generally.

The small house whose plans we herewith reproduce is an up-to-date 10,000-bushel house built to

The elevator is 34 feet 6 inches square on the ground, with a 17-foot basement. It is 13 feet from the working floor to the bin hoppers, the bins extend up 22 feet, with the Texas or cupola 25 feet above this, making a total height of 77 feet from the basement to the peak of the roof.

The foundation walls are 24 inches thick with four piers 30 inches square. On these rest the sills and girders of 10x10-inch oak timber. The joists are 2x12-inch and the flooring $\frac{7}{8}$ -inch stuff. The posts and braces are 10x10-inch oak; the bin girders are 8x12 inches with 4x6-inch and 6x6-inch studding, comprising the bin and partition walls and hoppers, which are lined inside with $1\frac{1}{2}$ -inch tongue-and-groove planking. The cupola is built of 2x6-inch studding and 6x6-inch posts, with 2x12-inch

There are three large bins in the elevator over the driveway, one for ear corn, the others for shelled corn and oats for custom trade. Eight smaller bins are used for wheat and oats for shipping purposes. In the basement is a No. 5 New Process Sheller with capacity of 400 to 700 bushels per hour. This machine is fed from a large sink under the wagon dump and by drags from cars and cribs. There are also sinks under the driveway for wheat and oats, which are carried by a 6-inch conveyor to the elevator boot. The cleaning machinery consists of a No. 2 Cornwall Corn Cleaner and a No. 3 Invincible Double Receiving Separator for wheat and oats. On the working floor is a No. 6 Ferrell Clipper for cleaning clover seed. This machine is fed by a small elevator from a 300-bushel sink in the base-

ment and the cleaned seed is deposited into sacks from the cleaner.

The grain is received in the elevator and crib by dumps, of which there are two in the elevator and six in the crib. The crib is 21 feet 7 inches wide and 64 feet long with a decline leading to street. It is built on piers 18 inches square and supported by 10x10-inch timbers. The hopper joists are 2x8's lined with 1½-inch plank. The crib is divided into three parts, one each for red, white and mixed corn.

The engine and boiler house is 24 feet by 25 feet 6 inches, built on a 16-inch stone foundation with frame housing and covered with sheet iron outside and on roof. There is a section 8 feet 6 inches wide by 24 feet used for cob room. The power is furnished by a 9x12-inch Atlas Engine of 20 horse power and a 36-inch by 12-foot boiler.

The entire equipment, it will be seen, is of the latest pattern and consists of all the modern appliances. The house, therefore, is able to handle its grain with a minimum of cost, and its proprietor is, so far as his house is concerned, quite in a position to make money.

THE MONTREAL ELEVATOR SCHEME.

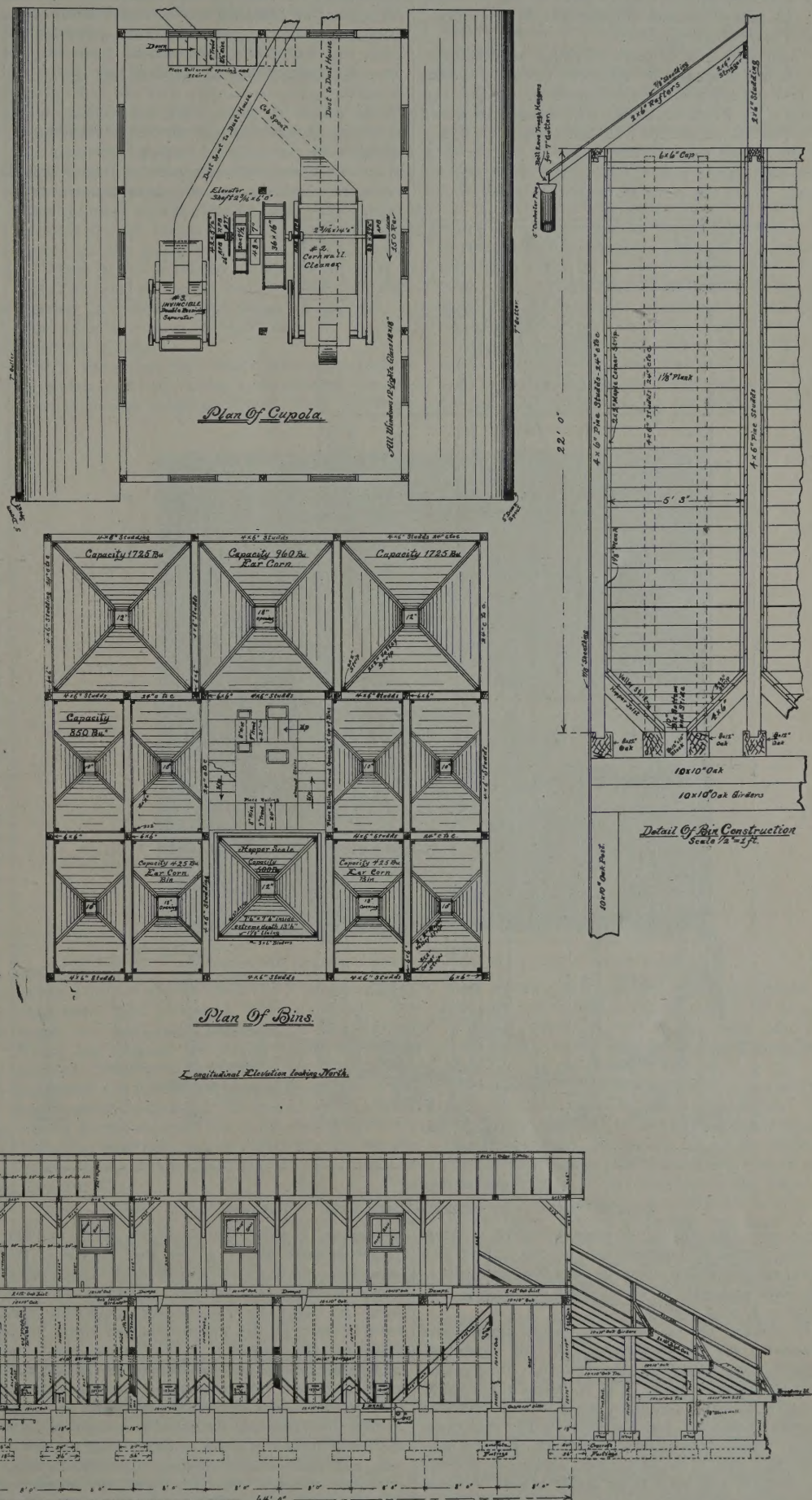
The Cleveland-Buffalo-Toronto, or Connors, syndicate has the virtue of persistence, at least; and on November 20 the statement was telegraphed from Ottawa that the Dominion Government had given its consent to the construction by this syndicate of elevators at Port Colborne and at Montreal. It was stated that \$4,500,000 would be spent on steel elevators and on a fleet of twelve vessels, each 250x43 feet in size, or just small enough to pass the locks of the new 14-foot channel; and that "the expectation was to deliver 100,000,000 bushels of grain annually at Montreal" and incidentally to cause the grass to cover the bottom of the Erie Canal.

Next day, however, this sensational announce-

submitted to him by the syndicate, although he had talked about it with its representatives.

The episode, however, was sufficient to bring out an application from the Canada Atlantic Railroad

already established a good shipping business, of which, no doubt, you are aware; this year having handled about 11,000,000 bushels of grain and 32,000 tons of package freight, which could have been



ment was flatly contradicted, Mr. Harcourt, the syndicate's attorney, and Tarte, the minister, mutually denying they had authorized any such statement to be made, Mr. Tarte going so far as to say that no formal proposals to that end had as yet been

to the Montreal Harbor Board for a similar "location for the erection of an elevator," etc. "In fact," says Mr. J. R. Booth, who made the application on behalf of the C. A. R. Company. "We feel that we should be entitled to the preference, as we have

largely increased had there been means of handling it at Montreal."

Mr. Tarte was said to still maintain, as he has hitherto been credited with holding, that it is, first, the duty of the government to build its own ele-

vators so as to control rates; second, there should be free trade in elevators and no monopoly, but with every opportunity to private interests; third, that the Montreal Harbor Board should administer the entire government water front on the principle of the fullest possible development by encouragement to private enterprise.

There seemed to be some confusion of ideas here, but it was proposed, nevertheless, to evolve a solution of the Montreal elevator problem. To that end the Harbor Board of the city on November 29 issued a request to all parties who had applied for space in the harbor for elevating purposes, etc., to send proposals to the Board, stating the space and locality where the elevators and warehouses are to

The Connors Syndicate asks for three sites—one of 1,200 feet on Windmill Point pier, on which it agrees to erect at once a steel or combination elevator of 3,000,000 bushels' capacity and first-class warehouses, to cost not less than \$1,100,000; also for a grant of 2,000x300 feet of wharf south of the Point, on which it agrees to erect a similar elevator and warehouses, at a cost of \$1,500,000; and for a third somewhere in the East End, which will be similarly improved. The sites are to be granted for a term of 40 years, with the privilege to the syndicate of renewing the leases or of handing the improvements over to the Harbor Board at a valuation. It agrees to begin erecting the Windmill Point elevators at once and to have them ready for

regulation of rates and sufficient guarantees against monopoly, but doubtless these points will be settled.

CORRECTING GRAIN SHORTAGES AT CHICAGO.

[Abstract of an address by H. A. Foss, chief weighmaster at Chicago, at the annual meeting of the Grain Dealers' National Association at Chicago.]

The condition of cars is something to which all shippers of grain should pay close attention. Under existing conditions, I believe not more than 20 per cent of grain shippers have accurate knowledge of the amount that is loaded into a car; consequently not over 50 per cent of the shrinkage caused by leaks, accidents and poor condition of cars can be collected by the shipper's representative at destination. I think I am safe in saying that not over 30 per cent of the actual leaks are reported against the cars.

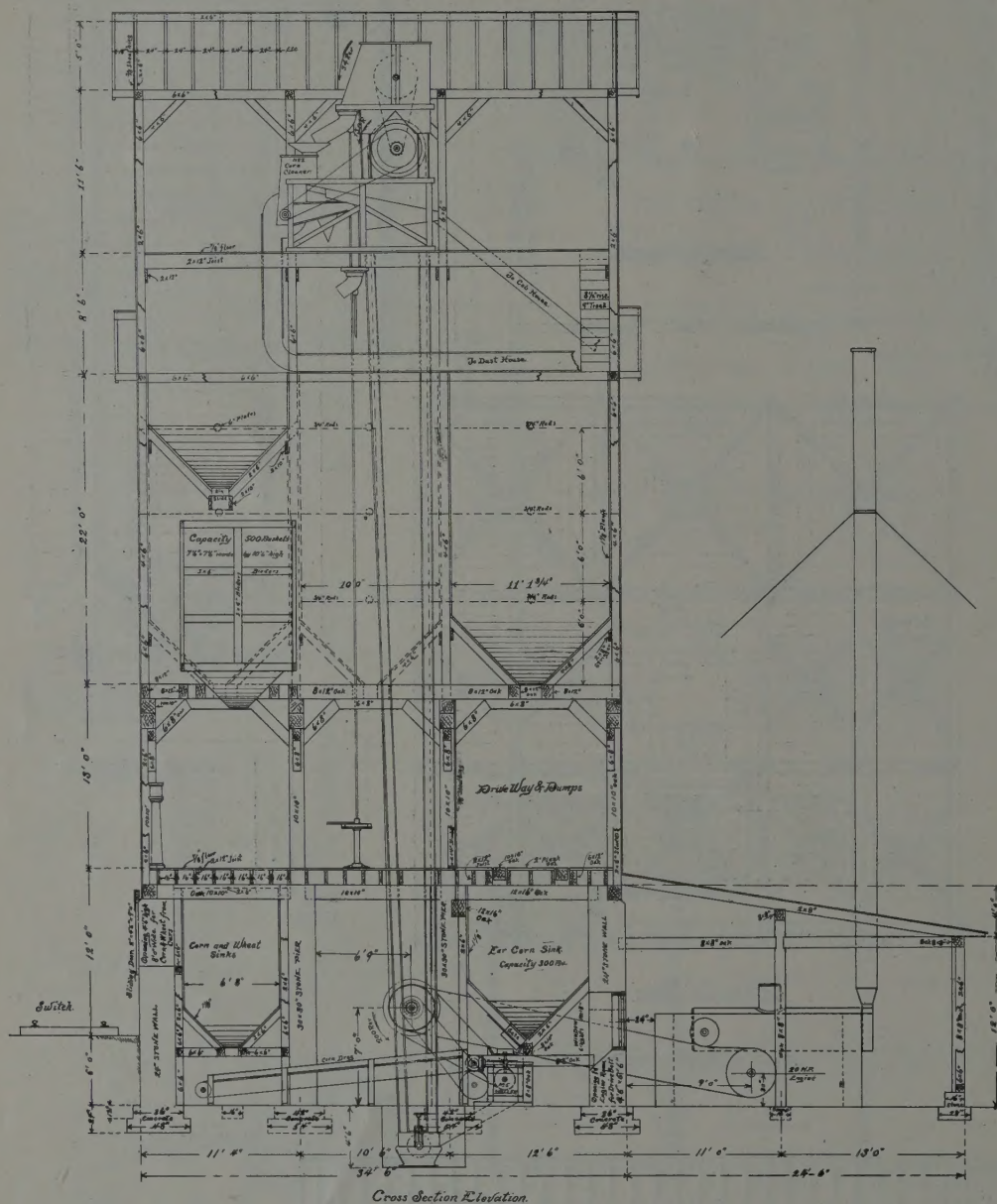
After that percentage of leakage is demonstrated to be the fault of the carrier, there is always a chance of liquidation and a certainty of delay in settlement which works more hardship to the country grain merchant. This is the state of the case after every exertion has been honestly made to secure fair play by the receivers of grain and your representatives at destination.

That leakage in transit is a serious matter is easily demonstrated by the reliable figures of shippers in cases where accurate loading weights are taken. These leakages and some shortages occur from faulty and decrepid cars, the use of cars unfit or never intended for grain and also from loose methods in unloading. The railroad companies are clearly responsible for the first two causes; and the loose methods of unloading should be corrected by your representatives at destination, of which my department is one and has given you faithful and efficient service with that end in view. When I say that the railroads are clearly responsible for leaky cars (except where defective cooping is done by country shipper), I must not overlook the careless damage done by state or private inspectors on their rounds, but this falls under the railroad jurisdiction and should be remedied by them.

There has been an increase in the capacity of cars from 24,000 to 100,000 pounds, principally within the last fourteen years. By way of explanation, in regard to the 100,000-pound capacity cars, I will say that I have been informed that a certain railroad company has ordered 2,000 cars of that capacity. I will cite you a few cases of overloading that have come to my notice; and I want it understood that they are only a few of the many, for not a day goes by that we do not have several.

Last fall N.-W. car 41790, 50,000-pounds capacity, contained 82,390 pounds, or nearly 2,600 bushels, of oats. This year the largest car of oats that has come to my attention was 89,550 pounds, or about 2,800 bushels. Our three largest cars of corn this year were 101,870, 103,150 and 103,290 pounds respectively. The last came in Santa Fe 7224, capacity 60,000 pounds; the others were loaded in 50,000-pound capacity cars. Most of these extremely large loads were taken from furniture cars; and with these facts in view you can plainly see that there must be an enormous strain on the ends, sides and grain doors of the cars. I would like to mention that the marked capacity on cars does not necessarily refer to the size of the car or what you can load into it, but refers to the carrying capacity of the trucks or journals.

The thickness of grain doors is the same now as when the capacity of the cars was much less. The doors necessarily must be much wider; and as the capacity of cars is larger now than formerly, the strain on the door is greater and, should therefore be made stronger. The thickness of boards used in grain doors ranges from $\frac{3}{4}$ inch to $1\frac{1}{2}$ inches; but I have seen grain doors $1\frac{1}{2}$ inches thick that were made of $\frac{3}{4}$ -inch flooring doubled diagonally. This would seem fully strong enough, but experience has proved it is not what is wanted. I was told by an employe of a lumber company in this city that the lumber used in making grain doors was the poorest cull lumber they had, and the doors cost about 17 cents each. This, in my opinion, accounts for a great many of the broken and bulged boards in the



WORKING PLANS OF L. SIMONTON'S ELEVATOR AT LEBANON, OHIO.

be erected, the capacity of same, the tariff of rates, what volume of business can be guaranteed and what amount will be spent in those improvements—the said proposals to be on hand for Friday, December 1, at 2 o'clock.

On the day named, there were seven applications made—by the Connors Syndicate, the Montreal Warehousing Company, the Montreal Transportation Company, Messrs. H. & A. Allan, the Canada Atlantic Railway Company, the Montreal Terminal Railway Company, and the Prescott Elevator Company. That of the Connors Syndicate was the only one that was in definite form, owing, as several claimed, to the very short notice given. After a hearing of the applicants the Harbor Board practically decided to accept the application of the Connors Syndicate. It is not understood, however, that the concession is to be considered as exclusive or of a nature of a monopoly. The rejected proposals are given a month for amendment.

the season of 1900. The syndicate offers to build fifteen or more steam or tow steel barges of full canal size, giving Canadian shipbuilders the preference, at a cost of \$100,000 each. It agrees that every barge or vessel, by whomsoever controlled, shall have its turn at the warehouses and equal privileges at the elevators. The rates shall be reasonable and subject to the approval of the governor in council. The first season that the water at Port Colborne shall be of sufficient depth, say 18 to 20 feet, the syndicate undertakes to carry at least 25,000,000 bushels of grain, or equal weight to Montreal, and each succeeding year 35,000,000 bushels, or equal weight. The whole of the construction shall be subject to the approval of the governor in council, and the syndicate is ready to deposit \$50,000 or other satisfactory security as guaranty.

Before the bargain can be completed it will be necessary to obtain the consent of the government, and it is stated that Mr. Tarte insists upon the

portable grain doors. I was told by a grain door company that they used $\frac{3}{4}$ -inch lumber, but that some of the railroad people were using $\frac{3}{8}$ -inch stuff, which accounts for a great many of the bulged and leaking doors.

Another thing that I think your attention should be called to is that where patches are placed on the floor to cover up holes or defective places therein, some grain is left by the shovelers on what might be called the windward side.

End doors sometimes run clear to the floor, as in the case of some lumber cars. This necessitates the boarding of these end doors as high up as the load extends. It leaves a space where from one to two and one-half bushels can lodge.

Side braces for the roof extend from the sill of the car up, and each car contains twelve. More small leaks, and some large ones, occur at this point than at almost any other particular spot in the whole car excepting at the grain doors.

On the morning of October 3, 1899, N.-W. car, 54752, while in transit on their Rockwell street tracks, left a stream of corn for over two miles. We are sure that there were 100 or more bushels run out of this car. When this car arrived at the elevator, it was reported in good condition, new grain doors having been put in. Cars that are found leaking are always repaired before leaving the railroad yards and are in apparent good order when they arrive at elevator. There have been in the last eight days (October 10-17) 665 leaky cars reported to our office, and our receipts are now averaging a little over 1,000 cars per day.

In regard to the sweeping of cars, I will say that the Santa Fe elevator, on the Atchison, Topeka & Santa Fe Railroad, and the Iowa and City Elevators on the Chicago & Northwestern Railroad, are the only places at Chicago where the sweeping of cars by outsiders is being done. Mr. Riley gets one-third the revenue derived from the sweeping of cars at the Iowa and City Elevators. In regard to the Northwestern Railroad I will say that General Superintendent Gardiner was interviewed by me about a month ago with reference to the sweeping of cars at the Iowa and City Elevators; and I understood him to say he would see that it was discontinued. I learned yesterday morning (October 17) that it had not been stopped and called on him this morning for an explanation. He agreed that if the elevator companies would force their employees to sweep the cars properly, he would have the sweeping at these two points discontinued by outsiders. I tried to see the superintendent of these elevators on my way to your meeting, but could not find him. I will see him; and I am positive he will have his men sweep the cars at these two elevators properly. Under this arrangement it will leave us with only one road doing the sweeping and that is the Atchison, Topeka & Santa Fe.

Mr. C. B. Strohm, superintendent of terminals, was interviewed this morning and was asked what the prospects were for stopping the sweeping of cars at Santa Fe elevator, and whether it was going to be stopped or not. Mr. Strohm replied that he would stop it if we could prove to his satisfaction that there was any dirty work done; and when asked if we could prove that beer was being brought to the shovelers and paid for by the sweeper, would he stop it, he said he would not promise, but that he would look into it. He also informed us that the reason for giving the privilege of sweeping was that the man watched the yard and took care of grain doors and that it saved the company \$55 to \$60 a month. He was then asked if it were not true that the shipper was paying the company for that watcher, to which he replied that he did not believe it. He was also asked if there were not a money consideration paid for the privilege of sweeping these cars, and he admitted that there was. He also denied that he allowed the sweeping more for the money consideration than he did for the use of the man in taking care of the grain doors, but that the fee amounted only to \$8 a month and that he made no charge when there was but little business.

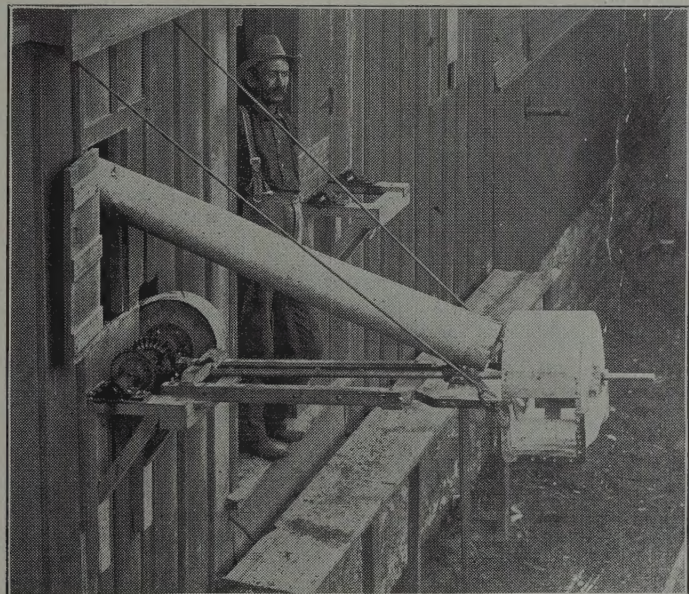
You should not be too hard on the railroad officials when you have a shortage, for according to the good book they are entitled to some consideration, as it

will be seen from the following, taken from Ruth, iii: 15-16: "And when she was risen up to glean, Boaz commanded his young men, saying, 'Let her glean even among the sheaves and reproach her not. And let fall also some of the handfuls of purpose for her, and leave them that she may glean them and rebuke her not.'"

A MINNESOTA EPISODE.

Vesta, Minn., is a new town on the M. & I. Division of the C. & N.-W. R. R., the terminus, in fact, of the road as opened on November 28. Bingham Bros. and the Minnesota Elevator Company had been given permits by the railroad company to erect elevators on the right of way, such rights to be exclusive, so far as the company could make such grant; but no elevator had been built or begun by either up to December 1. Foster & Miller of Echo, independent buyers, had, however, begun the erection of a 25,000-bushel house on the right of way, after having made application to the local agent for a permit.

They claim that they made their application in legal form, and had an oral understanding with the agent that they could go ahead. They thereupon



THE PAGE CAR LOADER SUSPENDED FROM ELEVATOR LOADING SPOUT.

secured lumber and by December 1 had their structure about half completed, when a railroad crew came into town and proceeded to the elevator. There the foreman ordered work on the elevator stopped. This being done and the carpenters' tools put away, the railroaders proceeded to run a heavy rope around the building, the end of which was attached to the engine. The engineer was then signalled to go ahead, and in a few minutes the elevator was a wreck in the yards and the crew gone from town.

Foster & Miller at once began buying wheat, which they scooped into cars as fast as it arrived; and as it will be some time before the line companies get their houses up, Foster & Miller hope to have the market well skimmed before their rivals get to work, the farmers meantime taking the Foster & Miller side of the comment.

NEW TERMINAL ELEVATORS.

It is announced in Boston that plans have been made for a \$2,000,000 elevator plant in East Boston, to be operated in the interest of the Boston & Albany and New York Central railroads.

Plans have been prepared for a new C., H. & D. Elevator at Toledo. It will have less storage capacity than the late Union Elevator, but will have a much greater handling capacity. It will be fire-proof in construction, and be equipped with every modern device to remove the dust as fast as it is made.

THE PAGE CAR LOADER.

The reader needs hardly to be reminded that the hardest and most disagreeable work about the elevator is the loading of cars. To say nothing of the cost of trimming the load in a grain car, the time required to do it is often a factor of material importance. All of these elements add interest to the device known as the Page Grain Loader, illustrated herewith, which has been designed to facilitate the loading of cars from elevators. The picture shows the method of adjusting the mechanism of the loader to the mouth of the elevator loading spout, from which it receives the grain and forces it to either end of the car.

It is claimed for this loader that (1) it saves one man's labor by the use (2) of only $2\frac{1}{2}$ horse power to run the loader. (3) The weight of the loader is only 100 pounds, and it may be adjusted and readjusted without leaving the elevator, it being independent of the car and hanging from the elevator on two rods, as shown by the cut, in such manner that it may be easily handled by one man. (4) After loading one end of the car, the spout of the loader may be readjusted simply by moving a set screw, to load the other end of the car, and this may be

done without the assistance of anyone within the car. (5) It will load a car of corn in 40 minutes, or 1,500 bushels of oats in one hour. (6) Grain loaded with loader will grade better than when loaded in the usual way.

The manufacturers of the Page Car Loader, Walter Bros., Chicago, Ill., are commission merchants, also, and own an elevator of 60,000 bushels' capacity, located on the C., B. & Q. Railroad, through which they handle about 400 cars of grain annually. Prior to the adoption of the Page Car Loader at their elevator, some eighteen months ago, Walter Bros. always employed two men to run the elevator. Since then one man has been able to buy, weigh, elevate and load out all the grain handled at the elevator. The loader is sold on such favorable terms that it will soon pay its cost in almost any elevator. Further particulars will be sent on application.

Rule 1 of those established at Toledo to govern the handling of seed in bags by the railways was amended on November 20. The new rule provides for the assessment of 1 cent per bag for aid in unloading clover seed from cars. If the seed is not removed from the freight house within 48 hours from the time of its arrival, storage will apply at the rate of 1 cent per bushel for the first 10 days. Heretofore the unloading charge was waived when the storage charge was taxed and paid, but hereafter payment of both unloading and storage charges will be exacted.

TEETER IN THE MARKETS.

The bull and the bear are a curious pair,
Who spend the livelong years
Going down with a bound and a doleful sound
Or up with the merriest cheers.
When one is high in an azure sky
The other wails on the ground—
A-playing seesaw, according to law,
In a vertical merry-go-round.

But the bull feels best, it must be confessed,
When things are on the boom;
If the bull sheds tears it is when he hears
That things are deep in gloom.
Not so the bear, whose worst despair
Is when there are no fears,
For the worse the smash the more his cash
And the less his pocket queers.

Now times are good, be it understood,
And the teetering bull just sails
On the topmost wave in a manner brave
And smiles to the bear, who wails
Far down below, in a pitiful show
Where the north winds howl and rave,
For this is the day for the bull to play
And the day for the bear's cold wave.
—Chicago Daily News.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

DON'T THINK IT WOULD PAY.

Editor American Elevator and Grain Trade:—We do not have any feed mills in our elevators as we never thought it would pay.

Yours truly, COON BROS.
Rantoul, Ill.

FEED GRINDING DID NOT PAY.

Editor American Elevator and Grain Trade:—As to whether it pays an elevator owner to put in a feed mill outfit and grind for farmers, I should say, no; not in this section. I have had 14 years' experience and find that it is not profitable. That business should be done by plants established for that purpose.

Yours truly, H. A. CROSSMAN.
Needham, Mass.

SAY FEED MILLS DO NOT PAY.

Editor American Elevator and Grain Trade:—As I have no feed mill in my elevator I cannot say whether it pays or not, but nearly all elevator men in this vicinity with whom I have talked and who have feed mills in connection with their elevators, say that it does not pay.

Yours truly, J. T. DARNIELLE.
Plaza, Ill.

DO NOT FAVOR FEED GRINDING.

Editor American Elevator and Grain Trade:—We think it unprofitable to run a feed mill in connection with an elevator. We have no feed mill in our elevator. We did have an elevator with a feed mill in it, but there was not enough demand for feed to justify us in running the machine.

Respectfully yours,
COSTELLO & CROCKER.
Argenta, Ill.

HAS A PAYING FEED MILL.

Editor American Elevator and Grain Trade:—We have a feed mill in our elevator run by the elevator engine, and we find that it pays very well because we have a good town trade.

We do not think it would pay in every small place; that would depend upon the country trade, as so many farmers have grinders of one kind and another and grind their own feed.

Yours truly, F. L. CHURCHILL.
Fairbury, Ill.

DON'T WANT ADDITIONAL BURDENS.

Editor American Elevator and Grain Trade:—Whether or not a feed mill in connection with an elevator would be profitable will depend largely on conditions. If the plant has sufficient power and there is sufficient demand for grinding to warrant the necessary outlay to properly equip a mill, and the necessary work can be done without additional help, then no doubt a feed mill would prove profitable. As a rule, however, the owner of a country elevator has enough to vex him without the added

worry and work that the running of a feed mill would necessarily entail.

Yours truly, WILLIAM CLIGGITT.
Oswego, Ill.

A PROFITABLE COMBINATION.

Editor American Elevator and Grain Trade:—We have a feed mill in connection with our elevator and we find it a profitable venture. Few exclusive feed mills in this part of the state run for any length of time, while as a rule the combined elevator and feed mill seems to be fairly prosperous. Wherever there is a good opening for an elevator there is also a good opening for a feed mill in connection with it, and with the proper machinery and good management, both should pay.

Yours truly, COLE BROS.
Toulon, Ill.

MORE SATISFACTORY TO BUY FEED.

Editor American Elevator and Grain Trade:—We have five elevators. Some have feed mills and some have none. We have come to the conclusion that it does not pay to do feed grinding only in the way of retaining customers and keeping them from going to other places to get their feed.

We find we can always buy feed from the large millers to supply our trade at fully as good profits as we can grind or chop it ourselves, and we think there is more satisfaction in buying it this way than in being compelled to put in a feed mill of your own.

Yours truly, COYLE & DIEHL.
Chambersburg, Pa.

A GOOD REASON FOR NOT GRINDING FEED.

Editor American Elevator and Grain Trade:—Regarding feed mills in elevators, would say that I consider them a very paying investment in a town or village where there is no feed mill or other mill.

We have no feed mill in our elevator, but our competitors, Morrison & Grindley, have one in theirs and they do considerable feed grinding for farmers. Long & Son and R. Messersmith, who formerly owned the elevator referred to, ground and sold a good deal of feed, and made good profits. They ground oats and corn, or oats, rye and corn together, or any other way the farmers wished. If the other fellows did not have a mill, I would put in one sure.

Very truly, J. H. DUNLAP.
Savoy, Ill.

ADVANTAGES OF HAVING A FEED MILL.

Editor American Elevator and Grain Trade:—We have a feed mill in our elevator and we find that it pays, although no large amount, as we have never made any effort to push the feed business, but grind only what naturally comes to us.

I think if an elevator has sufficient power and is located where some feed can be sold, a feed mill would be a good investment as grain that gets mixed accidentally or by being spilled on the floor can be ground into feed and disposed of to better advantage than otherwise.

The expense of grinding in an elevator is practically nothing aside from the cost of the fuel, as it generally can be done without employing extra help. It is also quite a convenience to the farmers, especially if there is no mill near.

Yours truly, S. N. DODD, Manager.
Toledo, Iowa.

FARMERS DO THEIR OWN FEED GRINDING.

Editor American Elevator and Grain Trade:—We do not run an elevator. Instead, we operate a feed mill that has an established trade for twenty years. Notwithstanding the fact that there is more feed being used than ever before in our territory, our feed trade scarcely holds its own. The reason is evident. Every farmer that is a believer in ground feed and could afford to do so has bought a little farm mill of some make, and is now grinding his own feed, and quite often, his neighbor's feed. Thus you see, instead of one large mill grinding all the feed for a given territory, as was the case a few years ago, there are now fifteen to twenty individual mills; and it is only the increased demand that furnishes work for the large mills and a place for their product.

There are elevators where the addition of a feed

mill would be a source of profit to the operator. Such an elevator must needs be located where farmer's mills are scarce, in our judgment, to be profitable.

Respectfully, C. L. DILLEY & CO.
Logansport, Ind.

WOULD WANT THE BEST.

Editor American Elevator and Grain Trade:—In my opinion a feed mill attached to an elevator would be a great convenience to the community, as well as lucrative to the elevator. I have often thought of attaching a feed mill to my elevator, but have never done it as I am short of room and power. If I should put in a feed mill, I would not be satisfied with one that was not first-class. I would want it so I could compete with the best of mills in my locality.

Yours truly, M. H. DUNN.
Star City, Ind.

WHEN FEED GRINDING WILL PAY.

Editor American Elevator and Grain Trade:—As to a feed mill in an elevator paying depends on two things: If you are located in a wheat country and have plenty of screenings to grind up, it will pay. And again, if there is no mill located near you it has a chance of paying, but if located in an entirely corn country and a mill is located in your town, it will never pay.

This is my experience. I had a feed mill in my elevator and it paid until a roller mill located in the town, when I took my mill out, as it did not pay any longer.

Yours truly, L. CORTELYOU.
Muscotah, Kan.

SELLERS HELD RESPONSIBLE FOR INSPECTION.

Editor American Elevator and Grain Trade:—As to what constitutes a delivery on sales in our market, beg to say that the question covers so many points, that in order to answer intelligently, we should know something of the facts bearing upon the subject.

The practice in our market regarding change of grades or rule covering same is, that sellers are held responsible for inspection. If the inspector makes a mistake and grades the grain too high, when the mistake is discovered buyers have the privilege of ordering a reinspection, if they so desire. As to who stands the loss is a question. Surely there is no loss, as the shipper has been favored with a higher grade than grain warrants in the first place. If the inspector makes a mistake, giving too high a grade, and the mistake is discovered, it is credited accordingly. Where no loss can be proven, the inspection department we suppose will be held liable, but we have always found it almost impossible to make a claim against them that would stick, although we have heard from time to time of claims having been made and paid by the authority of the Board of Railroad and Warehouse Commissioners.

Yours truly, W. R. MUMFORD CO.
Chicago.

A SUCCESSFUL FEED MILL.

Editor American Elevator and Grain Trade:—Seven years ago we put a feed mill in our Lewisburg Elevator, and in less than two months we were running it full two days each week. We were running a flour and feed business in connection with the elevator before we put in a feed mill, and also had for a competitor a good grist mill. In less than a year our feed business, as well as our flour trade, had doubled itself.

There is no great expense connected with a feed mill after you once have it in. The same man who looks after the elevating of the grain can look after the feed mill. While you are cleaning wheat and other grain you can be running your feed mill at practically the same cost. It takes but little more fuel, and where cobs are plenty it costs nothing for fuel.

The big profit in a feed mill, however, comes in grinding up your own wheat screenings and in making your own chop and meal.

We would hardly feel that we were equipped for the business if we did not have a feed mill. As to

what kind of a mill is best, we are not in a position to say, but we think the roller mill is best, although we have in a French burr.

Yours truly, CAMPBELL & PIERCE.
Lewisburg, O.

OUTLET FOR OFF-STUFF AND MIXTURES.

Editor American Elevator and Grain Trade:—As I do not operate an elevator I cannot give much information on the subject of running a feed mill in connection. However, I think when elevator men have gas or steam power a feed mill can be made to pay very well, especially where there are no mills.

There are always more or less mixtures accumulating around an elevator that with off-stuff, etc., could be ground up into feed, making work for the warehouseman on dull days and paying the owner besides. I have a few customers who have feed mills in connection with their elevators and they say it pays.

Yours very truly, F. E. De CELLE.
Hull, Iowa.

THE FARMERS AS COMPETITORS.

Editor American Elevator and Grain Trade:—As to whether it pays an elevator to grind feed in connection with its regular business depends somewhat on the surroundings. As a rule I do not think it pays. Many farmers have mills to grind their own feed, and also for their neighbors. They do not count any expense for labor or for the use of their mills, and whatever they receive for grinding they consider all gain. On the other hand, an elevator can make no profit in grinding unless it gets considerable to do, and at a fair price.

This can only be done in a section where there is little competition from farmers or regular mills. I do not care to attempt grinding at my elevator. Extra help, wear and tear of machinery and cost of power would eat up all one could get for it, and leave only annoyance for profit.

Truly yours, G. T. ELLIOTT.
Sterling, Ill.

DEPENDS ON LOCAL CONDITIONS.

Editor American Elevator and Grain Trade:—I do not run a feed mill in connection with my elevator as there are already three feed mills operated here, one in an elevator, one in a grist mill, and one independent, and like any other business, it can be overdone.

Whether a feed mill would pay or not depends largely on local conditions, I think. For instance, one feed mill here would do a profitable business, while four would not unless they could find an outside market for chop at paying prices.

The farmers who get any large amount of feed ground will not pay more than it costs them to grind it at home, and with the amount of surplus power (horses) they have running around loose at this time of year, it is a pretty hard proposition for the elevator man to undertake to grind as cheap or cheaper than the farmer.

Yours truly, J. M. ELWELL.
Springfield, Neb.

GAVE THEIR FEED MILL AWAY.

Editor American Elevator and Grain Trade:—Our experience is that it does not pay a country elevator to run a feed mill outfit. We had at one of our stations a good grinding outfit, our fuel cost nothing and our men were employed by the month, and it would look as though the grinding might be done when not busy at other elevator work, and that therefore it would pay something.

However, we found that to grind corn at 5 cents a bushel and often at times when we had other work. was a great annoyance with but little profit. To grind up corn to retail in 10 and 25 cent lots for chicken feed, etc., and in many cases to credit in a lot of little accounts that were not worth the collecting if they were given one for nothing, was a still greater annoyance and a positive loss.

As the mill was in some degree a public convenience, we offered to give it to anyone who would keep it open to the public. We succeeded in working it off by throwing in the shed which housed it and the machinery attached.

We are convinced that in a small town it does not

pay, if one has an elevator trade that is worth attending to. It may be different, however, where there is a large demand for cattle feeding and enough business to make it worth attending to.

Yours respectfully,
D. H. CURREY & CO.
Mason City, Ill.

A CORN INSPECTION COMPARISON.

Editor American Elevator and Grain Trade:—I send you herewith a comparison of inspection of corn in Toledo, Chicago and Detroit for a period of about 14 days during the month of November. This showing is probably due to the percentage of new corn arriving and it can readily be seen that country elevator buyers are generally too anxious to handle the new crop before it is in good condition to handle. If dealers would hold off until the crop was thoroughly matured and dried out, they would save money in a great many cases. The inspection comparison is as follows:

Date, 1899.	CHICAGO, ILL.		Per cent off- grade.
	cars No. 4 and under.	cars No. 4 over.	
November 9	34	146	19
November 10	63	160	28
November 11	74	157	32
November 13	87	211	29
November 14	91	248	27
November 15	70	143	33
November 16	71	121	37
November 17	81	162	33
November 18	104	144	42
November 20	119	173	41
November 21	108	252	30
November 22	39	102	33
November 23	46	114	29
November 24	61	119	35

TOLEDO, OHIO.			
November 9	2	7	22
November 10	25	31	44
November 11	21	15	58
November 13	25	23	43
November 14	18	9	68
November 15	19	6	78
November 16	10	17	38
November 17	19	5	79
November 18	18	15	55
November 20	20	9	69
November 21	13	9	60
November 22	6	3	68
November 23	26	2	93
November 24	14	2	87

DETROIT, MICH.			
November 8	3	13	18
November 9	0	5	0
November 10	3	7	30
November 11	0	0	0
November 13	5	5	50
November 16	3	9	25
November 17	13	5	60
November 18	1	7	12
November 20	4	12	25
November 21	4	14	22
November 22	3	6	33
November 23	2	4	33

Yours truly,
E. R. ULRICH, JR.
Springfield, Ill.

DELIVERY CUSTOMS AT CHICAGO.

Editor American Elevator and Grain Trade:—As to what constitutes a delivery on sales in this market, will say, as an illustration:

If a sale is made to be No. 3 corn or better and the corn on arrival grades No. 3 or better, that fills the sale, no matter in what condition the grain may become after it has arrived here, unless the inspection is clearly unjust. In that case, the buyer has the privilege of having the grain resampled or calling for reinspection, but he must do so on the day of the arrival of the grain, or not later than the following day. If, for any reason, the grain becomes out of condition or is later found to be of a lower grade, the buyer cannot go back on it, unless, of course, the car was loaded too full and could not be sampled or inspected properly on arrival.

If a sale is made to be shipped or delivered within a specified time, and it is shipped and delivered within that time, that fills the bill. If we made a sale of grain for a country shipper, we would most certainly hold the buyer here to the contract as made. We do not think they would attempt to take advantage of any receiving house here in this

respect, and one of the duties of the commission man is to look out for the interest of his shipper in matters of this kind, as well as in many other differences that may come up. As an illustration of this, we cite the arbitration case we had some time ago, and which was decided in our favor. Similar cases may come up at any time.

It is our opinion that if the country shippers, as a rule, would consign their grain they would have no cause to complain about anything. The commission man will fight for his interests in every respect and make the buyer live up to the terms of the contract. There are a great many customs followed, which cannot be called a rule, but a custom in trade channels makes a rule, and this is on the same basis as we mention above, the commission man will at all times see that his shipper's interests are protected, fully realizing that this is partly what he receives his commission for.

Yours very truly,
WARE & LELAND.
Chicago.

TRADE RULES SHOULD BE BETTER UNDERSTOOD.

Editor American Elevator and Grain Trade:—Almost every day I am in receipt of letters from grain dealers in which they state the trouble they are having with some track buyer, and from the nature of many of the differences I am almost constrained to suggest that the Association start a "kindergarten school" for the benefit of the dealers.

The positions taken by some of the local dealers are so unreasonable and in fact so contrary to the rules of the trade that it certainly must be that they are not posted, or else they permit the farmers to control their business by applying their way of thinking, and then the local dealer attempts to apply this to his transactions with the track buyer.

Permit me to give you some instances: Jones (local dealer) writes that he sold Smith (track buyer) 5,000 bushels of corn for ten days' shipment, and was unable to get cars. The ten days expire and nothing is said by either buyer or seller for thirty days after expiration. Then the seller says, "Cancel at market difference on date of expiration." The buyer says, "No; we cannot go back thirty days and settle on the then market difference."

Another case: Jones sells Smith 5,000 bushels of corn for thirty days' shipment, Jones' track. He does not ship within the time, and after the expiration of the time, rates advance. Jones says he will ship the corn, but will not pay the difference of freight rate. Smith says, "You must," Jones says, "Cancel at market difference on date of expiration."

Another case: Jones sells Smith 5,000 bushels of corn, Decatur terms, it being a grading and weighing point while in transit. The grain goes through Decatur to Indianapolis. Smith makes returns on Indianapolis weights and grade. Jones objects and says Decatur terms prevailed in this contract. Smith says, "All right; you must send me Decatur weights and grade." Jones says, "It is your business to furnish them." Smith says, "No; it is the duty of seller to furnish weights and grade."

I might mention scores of cases like the above. To me they all look very simple and easily answered, yet there are, I am sorry to say, many local dealers who take whatever view of the case will serve them best and save them the most money, regardless of the justice and equity in the case.

If you would give space in your columns and ask for replies to these cases, it seems to me that the buyer and seller would come to a better understanding. It would be an education to those who have honest but erroneous opinions, and to those who act dishonestly and know what is right, it would be a notice that they must change their method of doing business. This good result would apply as well to the buyer as seller. We have honest but badly posted buyers as well as sellers.

It does seem that certain rules governing cases like those mentioned should be generally known and published in your columns in every issue. In nine-tenths of the cases of differences between buyers and sellers, my opinion is that they are honest differences. They arise on account of one or both

of the parties being unfamiliar with the just and equitable rules of the trade.

I would be glad to have others give, in your columns, cases which have come before them, for both buyers and sellers to comment upon and give their honest and unbiased judgment. They would be read with interest by many shippers who desire to know what the rule and custom is in the many cases that come up for adjudication between the buyers and sellers of grain.

Very truly,
B. S. TYLER,
Secretary Illinois Grain Dealers' Association.

SUPPLEMENT NO. 1 TO ILLINOIS GRAIN DEALERS' ASSOCIATION'S LIST OF REGULAR DEALERS.

Editor American Elevator and Grain Trade:—Here with you will find supplement No. 1 of Dec. 1, 1899, to list of regular dealers. You will notice that all corrections are made and other names are added. Supplement No. 2 will be issued on January 1, 1900. Regular dealers will confer a very great favor by writing me of any change in names of firms, as I shall depend upon regular dealers for any and all information that will keep the list of regular dealers up to date.

Commission merchants, track buyers and brokers should use this list to the exclusion of all others, and if any injustice is being done to any regular dealers by their names being omitted, a great favor will be conferred if notice is sent me.

I am pleased to advise the regular dealers that our list is being adhered to pretty generally, and if there are any buyers of track grain who are ignoring the list, let dealers kindly advise me. Track buyer who is not for the regular dealer is certainly against him. Can the regular dealer protect himself by aiding and encouraging any track buyer who bids promiscuously? The regular dealers should trade with those who have agreed to use our list exclusively. The names of such track buyers are found in the book.

If you are in need of local organization in your territory, write me, and the traveling representative will be sent to you at the earliest date possible. The Association is doing good work in establishing local branches. If your competitor is not a member of the Association, let me know, and I will write him and try to show him the "error of his ways."

SUPPLEMENT NO. 1.

To the list of regular grain dealers, December 1, 1899.
ADVERTISING PAGE 6.

John L. Rodgers & Co., Baltimore, Md., instead of John L. Rogers & Co.

PAGE 25.

FLORA, ILL.—Chas. Austen instead of Chas. Austin.

PAGE 26.

FAIRFIELD, ILL.—L. J. Keith & Son instead of Keith & Cheney.

SPRINGER, ILL.—Add J. W. Springer & Bro. (Mail, Springerton.)

PAGE 27.

RINARD, ILL.—Add McDaniel & Chaney.

RINARD, ILL.—Add Keith Bros.

EDGERWOOD, ILL.—Add Gillmore & Co.

EDGEWOOD, ILL.—D. O. Stetson instead of Stetson & Co.

FLORA, ILL.—Chas. Austen instead of Chas. Austin.

PAGE 28.

FARMINGDALE, ILL.—Add F. Hopper.

PAGE 29.

STANFORD, ILL.—Erase F. M. Snyder.

STANFORD, ILL.—O. S. Skinner instead of Wm. Skinner.

PAGE 30.

CARROLLTON, ILL.—Add Hussey & Co.

CARROLLTON, ILL.—Add the Advance Flour Mill Co.

PAGE 31.

ELKHART, ILL.—Spellman & Bock instead of Spellman, Orton & Spitz.

WILLIAMSVILLE, ILL.—Spellman & Bock (Mail, Elkhart).

SHERMAN, ILL.—Spellman & Bock (Mail, Elkhart) instead of (Mail, Williamsville).

PAGE 32.

SHIPMAN, ILL.—Add Jos. Dodson.

CARLINVILLE, ILL.—St. Louis Milling Co., instead of Carlinvill Milling Co.

WHITE HALL, ILL.—Frech & Wilton instead of Frech & Wilson.

PAGE 33.

BEECHER, ILL.—Add Chas. Mann.

BEECHER, ILL.—Add A. Ehrhardt.

PAPINEAU, ILL.—W. A. Rosenberger, successor to Wm. Sievert.

PAGE 35.

WEST RIDGE, ILL.—Add Smiley & Watson.

PAGE 36.

SHELBYVILLE, ILL.—Queen City Milling Co., successors to Been & Craddock.

SHELBYVILLE, ILL.—Root & Westervelt, successors to The Harwood Co.

SULLIVAN, ILL.—L. R. Smith & Co., successors to B. S. Tyler & Co.

PAGE 40.

CHRISMAN, ILL.—Add F. W. Gilbert.

PAGE 41.

FITHIAN, ILL.—Add A. N. Gordy.

BRONSON, ILL.—C. B. DeLong (Mail, Fithian) instead of B. B. Miner.

MUNCIE, ILL.—B. B. Minor (Mail, Indianapolis) instead of B. B. Miner (Mail, Oakwood).

PAGE 42.

LEROY, ILL.—O. L. Brining instead of A. L. Brining.

MAHOMET, ILL.—Erase G. L. McClure.

PAGE 44.

SHELBYVILLE, ILL.—Queen City Milling Co., successors to Been & Craddock.

SHELBYVILLE, ILL.—Root & Westervelt, successors to The Harwood Co.

LOXA, ILL.—J. O. Linder instead of John Linder.

MATTOON, ILL.—Major & Hougland, successors to G. T. Elliott.

PAGE 47.

DECATUR, ILL.—Add W. L. Dumont (broker).

DECATUR, ILL.—Add C. W. Cooper & Co. (brokers).

PAGE 48.

BUCKLEY, ILL.—Erase J. E. Springer.

BUCKLEY, ILL.—Erase Wm. Wykle.

BUCKLEY, ILL.—C. H. Rumley instead of C. H. Rumby.

BUCKLEY, ILL.—Add Sieberns Bros.

BUCKLEY, ILL.—Change spelling of station from Bulkley to Buckley.

VANDALLA, ILL.—St. Jacob Enterprise Mill Co. instead of St. Jacob's Enterprise Milling Co.

KANKAKEE, ILL.—R. G. & C. H. Risser instead of R. G. & C. H. Rissler.

PAGE 49.

RANTOUL, ILL.—Clark & Rusk, successors to Thos. Ogden.

RANTOUL, ILL.—A. M. Goff & Son, successors to McCullough & Goff.

PAGE 50.

EDGEWOOD, ILL.—D. O. Stetson instead of Stetson & Co.

EDGEWOOD, ILL.—Add Gillmore & Co.

MATTOON, ILL.—Major & Hougland, successors to G. T. Elliott.

PAGE 53.

SCOVEL, ILL.—R. G. & C. H. Risser (Mail, Kankakee) instead of C. K. Brittenham.

PAGE 54.

POTOMAC, ILL.—Add J. W. Payne.

ARMSTRONG, ILL.—E. A. Wood instead of V. H. Cazer.

Erase Harwood Station. W. B. Sill has office at Harris (Martha P. O.).

PAGE 55.

DICKERSON, ILL.—Erase P. S. Peterson.

PAGE 56.

BELLFEOWER, ILL.—Noble Bros., successors to M. O. Flanigan & Co.

KUMLER, ILL.—Noble Bros., successors to M. O. Flanigan & Co.

PAGE 57.

CHRISMAN, ILL.—Add F. W. Gilbert.

PAGE 58.

DECATUR, ILL.—Add W. L. Dumont (broker).

DECATUR, ILL.—Add C. W. Cooper & Co. (brokers).

PAGE 61.

McVEY, ILL.—Add F. Hamilton.

PAGE 62.

PERDUE, ILL.—Richardson & Hopkins instead of Richardson & Cooper.

KEYSPORT, ILL.—Wm. Langham instead of Wm. Lougham.

PAGE 65.

DECATUR, ILL.—Add W. L. Dumont (broker).

DECATUR, ILL.—Add C. W. Cooper & Co. (brokers).

PAGE 66.

SULLIVAN, ILL.—L. R. Smith & Co., successors to B. S. Tyler & Co.

DALTON CITY, ILL.—Scott & Belden, successors to B. S. Tyler & Co.

MATTOON, ILL.—Major & Hougland, successors to G. T. Elliott.

PAGE 71.

FAIRBURY, ILL.—F. L. Churchill instead of Chas. Churchill.

WESTON, ILL.—F. L. Churchill instead of Chas. Churchill.

PAGE 75.

VANDALLA, ILL.—St. Jacob Enterprise Mill Co. instead of St. Jacob's Enterprise Milling Co.

MULBERRY GROVE, ILL.—St. Jacob Enterprise Mill Co. instead of St. Jacob's Enterprise Milling Co.

HAGARSOWN, ILL.—Add B. F. Enloe.

PAGE 77.

DECATUR, ILL.—Add W. L. Dumont (broker).

DECATUR, ILL.—Add C. W. Cooper & Co. (brokers).

PAGE 78.

LAKE CITY, ILL.—Stapleton & Mitchell (Mail, Lake City instead of Assumption).

PAGE 79.

SAUNEMIN, ILL.—Erase R. J. Reilly.

PAGE 81.

SULLIVAN, ILL.—L. R. Smith & Co., successors to B. S. Tyler & Co.

PAGE 83.

DECATUR, ILL.—Add W. L. Dumont (broker).

DECATUR, ILL.—Add C. W. Cooper & Co. (brokers).

PAGE 87—BUFFALO LIST.

S. B. Wilbert instead of S. B. Wilcox.

PAGE 88—CHICAGO LIST.

Add Pope & Eckhardt Co.

PAGE 89—DETROIT LIST.

Add J. H. Donovan & Co. (omitted by error).

PAGE 89—DECATUR LIST.

Add W. L. Dumont (broker).

Add C. W. Cooper & Co. (brokers).

PAGE 90—INDIANAPOLIS LIST.

Add Wm. Rouse & Son.

LOUISVILLE LIST.

A. C. Schuff & Co. instead of A. C. Schupp & Co.

Add H. Verhoeff & Co. (omitted by error).

Add Underhill & Co.

Yours truly, B. S. TYLER, Secretary.

THE PITTSBURG MARKET.

Editor American Elevator and Grain Trade:—Now is the winter of our discontent made especially so by the scarcity of car supply, and I observe in various sections the question of delivery on sales is brought up. The shippers at country points decline to make quotations, and I cannot blame them, not knowing when they may procure cars. Many purchases made in the West during the months of August and September are yet unfilled, through no fault of the shippers; and yet it places the grain merchant who has sold to arrive in a very uncomfortable and trying position. It is the custom in this market to sell for future delivery, five, ten or thirty days, and we cannot make delivery until such cars are on track and in position to be hauled. Then the purchaser must have thirty-six hours free to handle his car. I presume we have as little trouble in this respect as our friends in the trade suffer from elsewhere.

I noticed in your paper recently an article in regard to reinspection. That is a matter that causes considerable annoyance with us. Especially is this the case with hay, owing to the impossibility of examining other than such as is exposed at the door. Bulk grain we can inspect with a tryer, and when there is occasion for reinspection, it is the custom in this market that the seller has to stand any loss that may be incurred by the change of grade.

Our merchants here are often maligned for too rigid inspection and also for short weights, but I observe that we are not alone in that matter, as Chicago, Baltimore and other points come in for their full share. To overcome this difficulty, many of our dealers have, of late, consigned their stuff to the elevators, simply for weighing, before forwarding to the purchaser. This is a very wise precaution and may be the means of correcting the great abuse of uncertainty and short weights.

As a class, our dealers will compare favorably with those of any other city, and I think that shippers do not realize the difficulties which beset the commission merchant in this city. The sales here are never of large volume, and when there is a glut, there is no outlet for it as there is at the seaboard.

The credit system has grown to vast proportions, and is much abused. It simply amounts to the wholesale dealers and commission men selling on thirty and sixty days' time. There seems to be no effort made to correct this evil. Can any of your correspondents suggest a remedy?

Yours truly,
D. G. STEWART,
Pittsburg, Pa.

The United States government will show in Paris in connection with the grain exhibit a large model of an American grain elevator and numerous other models in connection with the grain industry of this country.

The highest yield of corn per acre in this country, according to official estimates, during the past 18 years was 28.2 bushels in 1896, and the lowest 19.4 bushels, in 1894. The last crop is estimated to have yielded 25.2 bushels per acre on an area of 81,600,000 acres, or an aggregate, in round numbers, of 2,056,000,000 bushels.

HUSTED ELEVATOR AT BUFFALO BURNED.

The elevator of the Husted Milling and Elevator Company of Buffalo, N. Y., was destroyed by fire on November 23, involving a loss on building and contents, 140,000 to 150,000 bushels of wheat and oats, of about \$200,000.

The elevator stood in the Elk Street yards of the N. Y., C. & St. L. (Nickel Plate) R. R. and was 56x105½ feet in size by 115 feet high. Its bins were 40 feet deep. It had three receiving elevators and three from the feed mill, which had 250 bushels' capacity per hour. The bin story was surmounted by a cupola five stories high. This part of the building was supported by posts extending from the main stone foundation through the bins, making it an independent structure, so to say, and eliminating the element of setting of the planking. The first two stories were filled with spouting from scales and mill elevators, the third had three 500-bushel hopper scales; in the fourth were three 800-bushel garners, while the other two stories held the driving

M. Husted; vice-president, Riley Pratt; secretary, W. E. Townsend; treasurer, R. J. Spoonley; N. W. Farrand, superintendent of the elevator, and C. E. Peck, assistant superintendent. The elevator had been rushed with business for several months and night and day crews were working steadily. The treasurer says there is no doubt the elevator will be rebuilt at once.

THE ERUPTION ON THE CHICAGO BOARD OF TRADE.

The eruption on the Chicago Board of Trade, of which ominous rumblings had been heard for some time previously, occurred on November 17, when the McLain brothers of McLain Brothers & Co. were arrested by the postal authorities. For several weeks prior there had been more or less gossip of bucketshopping by members of the Board, which, gathering volume like a rolling snowball, began to be so very personal that, on the 15th, the firm named asked for an investigation by the Board of their business. Before this was done, however, the

time only, however; for on December 6 they announced that all of the McLains' western lines had been given up by them. One of them went to the Weare Commission Company, and others went to Finley Barrel & Co. and Ware & Leland, the Lamsons retaining only the Michigan wire.

The McLain arrest naturally created an immense sensation, and all sorts of rumors that other "big houses" were about to "lay down" or to be enmeshed in the toils of John Hill and the bucketshop committee were put afloat; but only Arthur R. Jones & Co. and John F. Barrett, H. A. Angell, B. N. Foster and some others were brought to account on various charges. In the case of Jones & Co. the specific charge was a cross-trade of 10,000 bushels of wheat. An examination was made by the committee, and on December 5 that body recommended that the firm be debarred from doing business for one day, December 6, which verdict the firm looks upon as an acquittal. John F. Barrett was charged with uncommercial conduct, having sold about 10,000,000 bushels of wheat, with only \$40,000 cash on hand, or practically no money left, to margin the deal. The price refused to break and Barrett, Farnum & Co. went to the wall, as has already been reported. The directors ordered that he be debarred from the floor of the Exchange for one year. The hearings of the others named were set for December 12, when Angell was ordered suspended for five years and Foster exonerated.

The effect of the earthquake has on the whole been beneficial. The raid on cross-trading caused an increase of legitimate trading, while the general opinion has crystallized into a demand for a radical revision of the Board's rules. The immediate result was the posting, on November 22, on recommendation of the committee on cross-trading, of a notice making direct reference to bucket shops and calling attention to the strict enforcement of Section 8, Rule 4, of the Board. The recommendation, which was the substance of the notice and rule, was as follows:

No member of this Association shall act as agent for the employe of another member in any transaction in which the name of the employer of such employe appears.

No member of this Association is allowed under any circumstances to be both principal and agent in any transaction for future delivery of any of the commodities dealt in under the rules of this board.

Furthermore, no member of this Association in any transaction for future delivery of any of the commodities dealt in under the rules of this board shall allow himself, directly or indirectly, either by his own act or by the act of an employe or of a broker, to be placed in the position of agent for both buyer and seller.

It was further ordered on the same day, that all members having bucket-shop connections, direct or indirect, by wire or private telephones, should sever them at once under penalty of being charged with unmercantile conduct.

On November 18, President Lyon appointed a committee of twenty-five members to revise the rules of the Board. The committee is as follows: J. Henry Norton, chairman; Walter C. Hatley, Chas. Counselman, Wm. S. Seaverns, Z. R. Carter, C. L. Hutchinson, D. E. Richardson, Robert Pringle, J. C. F. Merrill, H. H. Peters, James C. Rogers, William S. Jackson, J. M. Wanzer, Charles L. Raymond, Henry Botsford, C. D. Hamill, John Dupee, B. A. Eckhart, E. W. Bailey, C. B. Congdon, E. S. Hunter, Homer Ash, Alex. Geddes, Charles H. Requa, J. G. Keith. The said committee reported tentatively recommending, among other things, a governing board of 36, to include committees on arbitration and appeal, not now a part of the directory. This governing board is to be elected by the Association and shall be its enacting body. The membership, however, shall have veto power when 300 members vote to negative a governing board regulation. Among the details are the fixing of minimum penalties, leaving the new board of governors no latitude in that particular. The report urges that the directors act promptly on the plan so that it may be put into effect by January 1, and so that the new governors or a new committee of revision may start upon the serious work of recasting the whole of the board legislation. Meantime, a previous committee of five on rules has recommended a reduction of the num-



THE HUSTED ELEVATOR AT BUFFALO BEFORE THE FIRE.

machinery and elevator heads. There were three outside loading spouts and one inside, the former having swivel ends to reach remote tracks. The power was a 350-horse power engine and two boilers. The house was built by the Macdonald Engineering Company of Chicago.

How the fire originated is not known. Probably the first discovery of it was made by a laborer engaged in cleaning out a bin. He says: "I was at work in the bin, and was close to the bottom of it, when I felt a shock and a second later saw flames shoot in all directions." It is supposed he had a light with him, which ignited dust, but he denies he had such a light, but does not explain what light he had or what caused the explosion. After a most sensational race with the fire up the ladder he at length got out of the bin alive and was saved, escaping with only badly blistered legs and arms, after having had his clothes on fire several times while fighting his way up the ladder. Two other men had sensational escapes, working their way along the roof, through blinding smoke, to the fire escape. After the fire had been discovered by the men on the scale floor, they got bewildered and not being able to find the stairway, got out on the roof.

A large feed storage shed near the elevator was saved uninjured. The Husted Elevator & Milling Company has the following officers: President, E.

arrest was made, the warrant being issued on a charge of using the United States mails for fraudulent purposes. One of several specific complaints was that the firm had defrauded F. A. Hyke, of Luverne, Minn., out of \$20,000 by means or correspondence, etc.

The McLains were originally from Newton, Kan. On coming to Chicago they incorporated the company named with \$50,000 capital, which was afterward increased to \$100,000, and did a cash business. Within the past few years they adopted the "private wire" system, and at the time of the arrest they are said to have had about 800 accounts on their books, having had, in fact, in the opinion of many, the largest business in the small towns of the Middle West of any house on 'Change. They are accused of having simply bucketshopped their orders, the rule of the Board requiring a customer to be given a detailed statement of the trade, with the name of the firm taking the trade, being evaded by the use of dummy firm names, and in other ways. When the crash seemed imminent, the firm became heavy buyers of wheat, and after the arrest was made their business was turned over to Lamson Brothers & Co., who protected the outstanding deals and proceeded to send statements of the book accounts to the firm's customers as rapidly as possible. The Lamsons retained the business for a short

ber of directors, and a new rule against bucket-shop practices and against the practice of office employes making trades of any kind.

Board politics have begun to be in evidence sufficiently to bring out the announcements by President Lyon and ex-President Baker that neither will be a candidate for re-election.

SHORTAGE IN THE BEAN CROP.

The best estimates place the last crop of beans at about 2,700,000, against 3,200,000 bushels a year ago, all the producing states showing a decrease. Prices have therefore advanced from 35 to 55 cents per bushel, according to quality.

There are only four states that make a specialty of growing beans in a large way, although the product is grown in greater or smaller quantities in all states. The annual crop of the country is about 3,000,000 bushels, varying but little each year. This includes navy, pea and lima beans, the last named variety being grown largely in California. Field beans are shown most favor in New York state, which grows and holds first place, with California second, Michigan third and Maine fourth. Until the last three years our imports of beans always exceeded our exports.

WEIGHING GRAIN IN MINNESOTA.

The annual report of the state weighmaster of Minnesota, Edward O'Brien of Minneapolis, shows the following totals of bushels of grain weighed in and out of Minneapolis mills and elevators during the last fiscal (crop) year: Wheat, 120,765,937; oats, 21,518,813; corn, 9,961,464; barley, 1,932,486; rye, 1,264,833. Besides these, there were weighed 1,124 carloads and 5,512 wagon loads of miscellaneous produce. The office has 59 employees, of whom 50 are weighers, working in 20 mills and 37 elevators. The total number of cars handled was 202,293. The revenue was \$34,485.41, at 15 cents per car. The average weight per car, which had been about 625 bushels, reached about 850 bushels per car.

The report as to shortages says: "On an average about 17,000 cars a month have been weighed, and it is not supposed that such can be done without here and there an error to account for. One of the most perplexing questions the department has to deal with is that of alleged shortages. While the number of complaints during the year is quite small when compared with the large number of cars shipped in or out, still they come within the pale of the service and demand and deserve earnest attention. As a rule, these shortages occur through using poorly coopered cars for shipment, through leaks of the same or the practice of having their floors covered with lime, coal dust and other ingredients. Then, again, they may occur through estimates of weights given, or inaccuracy of scales. Surely the shipper is himself to blame where errors occur from such causes.

"On the other hand, the state weighing department may err. With all the zeal shown and care taken, that is still a possibility; but if the shipper will use the utmost care we promise that the number of complaints of this nature, already being reduced, will soon reach the minimum. After carefully sifting the evidence, in many cases it is found after all that the number of actual shortages that occur is very few. In this connection one of the recent acts of the Board of Warehouse Commissioners has been the creation of a claims department, to which all complaints are referred.

"Pilfering from cars, something quite common a few years ago, is not yet entirely extinct. In a letter to the mill and elevator men of Minneapolis some time since I suggested that each mill and elevator might have a seal of its own. The inspector of such mill or elevator, after opening and examining the car together with its contents, could again seal it and make a record of the seal broken and the seal put in its place. Many are doing this now, and with the best of results. To wipe this evil out entirely, however, other and more substantial measures will have to be taken.

"The sweeping of cars is still another matter that deserves attention. For years a number of men and boys have been engaged in this work who are neither hired nor invited to do the same. An appeal to the proper railroad authorities or mill men against this practice seems timely, and it might be the means of driving the sweeper from his occupation. There is little for him to get when the car is emptied. But even the sweeper has his inducements, and in this way, so it is said, he often doubles, perhaps trebles, the natural amount.

"The law, which went into effect in 1893, requiring the shipper to place inside the car a card stating the weight of grain shipped, is seldom observed. This is certainly an excellent law, easy of recognition, and ought not to be neglected. Any discrepancy occurring in weights between the point of shipment and that of destination could then more readily be detected by the state weighing department."

A NEBRASKA ELEVATOR.

Our sprightly contemporary, the Corn Belt, published by the C., B. & Q. Railroad, never ceases to sound the praises of Nebraska in the public ear; but it does more—it shows the conditions of life

THE NEW YORK COMMERCE COMMISSION.

Apropos the appearance of the New York State Commerce Commission in the West and Northwest, advance sheets of the annual report of the New York Produce Exchange have excited much attention. Referring here to grain only, the report shows the following percentages of the total exports of the cereals mentioned that were made through the port of New York for the past twenty-five years:

	Wheat.	Corn.
Years 1873 to 1882, inclusive.....	65.35	47.70
Years 1883 to 1892, inclusive.....	60.22	46.57
Years 1893 to 1896, inclusive.....	56.13	32.55
Year 1897	43.83	23.72
Year 1898	55.49	26.14
January 1 to April 30, 1899.....	49.35	17.85

The percentages of exports of wheat and corn from these same six Atlantic ports is given for 1898:

	Wheat.	Corn.
New York	55.49	26.14
Boston	13.66	7.51
Philadelphia	6.29	19.69
Baltimore	20.62	29.74
Norfolk	0.67	6.19
Newport News	3.27	10.63

The report comments on this decrease as follows: "Although the railroads are making some efforts



WAREHOUSE AND ELEVATOR OF ROGERS & CO. AT HOLDREGE, NEB.

in a state which many of our benighted eastern friends persist in believing is new to the degree of rawness. The Corn Belt in each issue is a protest against this misapprehension, showing as it does the comfortable homes as well as the seats of industry of the people. We are indebted to it for the accompanying illustration of Rogers & Co.'s elevator and warehouse at Holdrege, Neb., on the Burlington Route. While in capacity (some 200,000 bushels) it is quite large, it is a sample of the facilities existing in the West for handling the corn and wheat produced in such almost fabulous quantity on the new soil of the western states.

A Kansas poulterer specially recommends Kaffir corn for chicken feed. He warns the reader, however, that in feeding the corn should be cooked, either steamed or boiled. The seed has a fuzzy coating that does not agree with the chickens used in the raw state. Cooking softens this and puts the seed in a condition to be readily digested.

The artificial rubber made from corn oil is not proving as satisfactory as hoped, says the Orange Judd Farmer, but an admirable adulterant of pure rubber, the same journal says, is now being made by a secret process from linseed oil and cottonseed oil. The result is an article closely resembling Para rubber, which can be sold at 15 to 20 cents per pound and still afford a large profit to the manufacturer.

to regain a portion of the lost trade of New York, yet on the whole the loss in export commerce of the port is serious and threatening. At a recent session of the Interstate Commerce Commission, held in this city, witnesses representing the railroad interests stated that the loss in trade at this port is partly due to the fact that cars at other competing ports can be unloaded directly into the steamship. This is undoubtedly one of the causes, and with the maintenance of the differential, is operative in diverting trade. But the remedy for this lies with the railroads and merchants interested in this port. New York should have the same facilities as are given to other ports. There exists no reason why grain should not be transferred from the cars directly into ocean steamers, except private interests. The influence of these interests must be counterbalanced and overcome by public spirit, or by that more far sighted private interest, which can appreciate that its well-being is indissolubly linked with that of the public."

One of the most significant facts pointed out in the report is the immense growth of the trade of Montreal. The figures give the receipts there as follows in bushels:

	Corn.	Wheat.
Year, 1895	2,600,000	4,400,000
Year, 1898	19,500,000	11,000,000

This statement is made in connection with the canal question. In dealing with this problem of transportation the report says:

"The policy of the state regarding canal enlarge-

ment still remains unsettled. It is a recognized fact that freight can be carried cheaper by water than any other way. Competent authority estimates that with a canal from Buffalo to New York equal to that of the St. Lawrence system, the cost of transportation of wheat would be less than 1 cent per bushel. If Canada can expend \$40,000,000 in the improvement of her waterways, New York can afford to expend \$100,000,000, if necessary. The question to be determined is: To what extent shall the improvement be made? This, the Superintendent of Public Works and the State Engineer, with the assistance of the Advisory Board appointed by the Governor, are endeavoring to solve; and the money required for said work must be honestly and intelligently expended. . . . Brought to the proper state of efficiency, they will furnish a means of transportation from the Great Lakes to the seaboard which will be beyond competition, and will regain to New York a large portion of that commerce which is naturally hers, and which has been allowed to drift away."

It was to deal with this problem among others that the State Commerce Commission was appointed. Some of its work has already been noticed in these columns. During the past four weeks the Commission has visited both Chicago and the Northwest in search of information relative to the shipping of export grain. At Chicago a number of prominent shippers were heard. All were unanimously of the opinion that if New York City is to hold her grain trade it is necessary that the Erie Canal be widened and deepened, otherwise the grain will take a cheaper route through Canada, or through the Southern ports. The floating elevator system also was condemned, their "intermediate charges being an unwarranted excess, and shippers will not brook them."

At Minneapolis and St. Paul the Commission examined both millers and grain dealers. The former said simply that New York's terminal facilities were such that there was a difference at other ports of at least 2½ cents per barrel of flour, against New York. The grain men thought the canal route had seen its best day, but were agreed on the simple proposition that "the Eastern city, if able to furnish the best facilities at the lowest rates, would get the business."

At Duluth, one shipper thought that "if New York and the railroads would give practically free elevator storage and a small charge for loading into vessels from boats and elevators they would take away the chief argument against New York. A fair charge would be one-quarter of a cent a bushel." Another believed the enlarged canal would put New York again on a parity with Montreal and Boston.

ELEVATORS AT QUEBEC.

The directors of the Great Northern Railway of Canada met at Quebec on December 1 to discuss the project of building an elevator at Quebec, to be used for grain which the company will secure from its connection with the Canada Atlantic at Hawkesbury. It is proposed that the elevator shall have a capacity of 1,000,000 bushels. It will probably be started in the spring, and completed in time for the opening of the new road from Quebec to Parry Sound in August next.

STAMPS ON GRAIN CHECKS.

As anticipated from the ruling of the Commissioner of Internal Revenue, the revenue department has, under date of November 16, notified all collectors that grain tickets may be paid by a bank without stamps on such tickets, provided they are not made in the form of a check or order for money, and under the following conditions and restrictions:

1. They must be paid from funds deposited for this specific purpose, said funds to be kept separate from other funds of the bank.
2. The tickets must be presented for payment by the identical person in whose favor they were originally issued.
3. If they should be indorsed, and the amount

they call for paid to any other person, a 2-cent stamp must be attached.

Any check or order for money, in payment for anything else, drawn upon the funds deposited for the specific purpose above mentioned, must bear a 2-cent stamp.

The new rule applies only to grain and cotton tickets. Buyers of stock, poultry or other produce must submit to the nearest revenue office samples of the tickets they are using, or intend to use, before a ruling will be made as to their liability to taxation.

THE HALLS ELEVATOR AT HALLS, TENN.

Neighboring markets envy Halls, Tenn., its fine elevator, which is exceptionally complete for that part of the country, and which one enthusiast says is "one of the most complete south of the Ohio River." Its capacity is 40,000 bushels. It stands on the land of the owners, the Halls Elevator Company (D. B. George and H. W. Myers), adjoining the right of way of the Illinois Central. The rail-



ELEVATOR OF HALLS ELEVATOR CO., HALLS, TENN.

way switch also belongs to the Halls Elevator Company.

Corn in that part of the country reaches market in the shuck, and the elevator uses a shuck-sheller. This is located in the top of the building, and is driven from a shaft 150 feet long in the basement. There is a spout 150 feet in length, connected to a suction fan, which carries the shucks from the building. There is also a spout to carry the cobs to the boiler room and another to run the dust to the dust house. The sheller capacity is 400 bushels per hour.

The ear corn crib capacity is 10,000 bushels, which is filled by elevation, while drag belts bring the corn back to the sheller. There are also drag belts for unloading ear corn from cars which work in connection with the belts from the cribs. Conveyors distribute the grain into the storage bins. There are wagon dumps, and the work of handling the grain from the sheller into the car is done by one man on the first floor of the elevator.

Like Mr. Duffy of Swanington, Ind., the Halls Elevator Company are feeders of cattle in connection with the elevator, having the further advantage of cheap feed in the shucks, which, when shredded, make a fine feed on which cattle fatten rapidly. The company handles cotton seed also, and next season expects to put in a cotton seed huller, and will then feed the hulls as well as the corn husks. The company is now engaged in the installation of a 400-light electric lighting plant,

which, it is expected, will be in operation early in January.

DOTS AND DASHES

The National Starch Manufacturing Company is to be reorganized.

The Indians of the Fort Yates Agency in North Dakota produced a surplus of grain last crop.

L. L. Old's new seed warehouse at Clinton, N. Y., was "dedicated" November 17 by a banquet for a charitable purpose.

Receipts of bonded wheat at Duluth have been very heavy since the new wheat began moving. Three elevators in that city now handle this kind of grain.

The rush of corn husking in Kansas has been accompanied by a scarcity of help and many women and girls have turned out to help the men gather the crop.

On November 17, 462,000 bushels of grain started eastward from Buffalo, via the Erie Canal. This is thought to be the biggest one-day's business done by the canal for three years.

F. H. Ryan & Son and the Ryan Commission Company of St. Louis have been making connections at New Orleans to handle their export grain through that port in place of Baltimore.

The steamer H. S. Holden was loaded at the Rialto Elevator, Milwaukee, December 3, with 350,000 bushels of oats. This is believed to be the largest cargo ever put afloat, at least on fresh water.

The second annual convention of the Tri-State Grain Growers' Association will be held at Fargo, N. D., January 23-26, 1900. The proceedings will be mainly devoted to the discussion of scientific methods of farming, grazing, etc.

Buffalo's flour and grain receipts by lake this season to November 30 show a decline as compared with 1898. The total for flour was 8,403,580 barrels, a decline of 1,337,000 barrels; and for grain 135,548,979 bushels, a decline of 58,230,006 bushels.

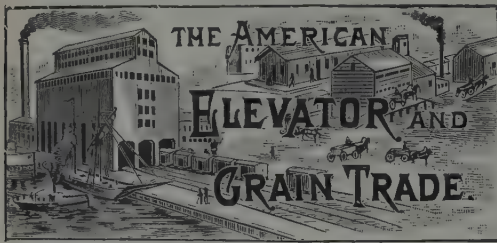
The Agricultural College of the University of Illinois has at its command a limited number of expert corn judges who respond to calls from corn growers to aid them in selecting their seed corn. These men are chosen by examination from the class in farm crops.

Elevators and warehouses on the Pacific coast are crowded to overflowing with grain. The price for wheat at tidewater for No. 1 Club is only about 50 cents, or about 35 cents to farmers at their ranches or anywhere east of the Cascades. Bluestem is worth about 3 cents more.

An ear of corn with 30 rows and 1,153 grains was exhibited at Kewanna, recently, says the Indiana Farmer. It shelled out 1½ pints. Another novelty in corn at the same place was two stalks, each with an ear, from one root; and still another was two perfect ears on the same stem.

The Hudnut Company at Terre Haute has put in machinery to extract the oil from corn. The oil is taken from the germ, and the waste, after the oil is taken out, is pressed and used for feeding stock. It is used as a substitute for linseed oil, and a large quantity is consumed in the making of fine toilet soaps.

Another "combine" of farmers to control prices has been heard from. This time J. H. Harris of Seneca County, Ohio, is the promoter. The scheme is to be incorporated, and trustees will be selected, whose duty it will be to build warehouses and generally supervise the business. Bonds to the amount of \$100,000 will be issued. Seneca farmers do not expect to be able to absolutely control prices by their organization at first, but they will attempt to induce farmers of other counties to join the movement, thereby securing a large organization. We are gravely assured by the voracious reporter that, "there is scarcely a landowner in the county who has not signified his intention of becoming a member of the combine."



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., DECEMBER 15, 1899.

Official Paper of the Illinois Grain Dealers' Association.

LAKE TRAFFIC.

The year just closing will be a memorable one in the annals of lake navigation for more than one reason. First of all, it saw the pall of depression lifted from lake traffic, over which it had hung for years. More than that, vessel property which a year ago would have begged for purchasers now brings regular boom prices. The year 1899 has witnessed the greatest boom on record in the values of lake vessels, and the season closes with almost an assured certainty of another record-breaker in 1900.

The rise in value of vessel property, 50 per cent and more, was, of course, only an indication of trade. The necessities of the ore-carrying trade fixed the pace for the season, just as it will for the coming one, and boats have already been chartered at figures which will pay half their value in the one season's business. The average corn rate for the season, from Chicago to Buffalo, was 2.7 cents, as compared with 1.5 cents in 1898, and the average rate on wheat, from Duluth to Buffalo, was 2.6 cents, against 1.8 cents in 1898. Ordinary conditions were reversed the past season, and the railroads carried two-thirds of the grain instead of about one-third, as usual. The coming season will witness still less grain carried by lake, unless something happens in the iron trade, which has absorbed so large a percentage of all available charters.

Some other features of the lake traffic of the season may be noticed. The weather was the best ever remembered for navigation purposes, and it was a profitable year for marine underwriters. Further, a large number of vessels have passed out of individual hands into the

control of big companies. The boom is not expected to continue indefinitely. The shipyards are busy, and before two more seasons have passed boats will be clamoring for grain cargoes at any price.

THE INDUSTRIAL COMMISSION.

The investigations of the subcommittee on transportation of the Industrial Commission at Chicago, so far as the Chicago "warehouse combine" is concerned, were not particularly fruitful. Except from the standpoint of the elevator men, the committee found widespread discontent with the trade among its city representatives (no country dealers were examined), but nothing suggestive in the way of remedy. The committee found that the trade methods had greatly changed of late years and that consigning of grain is no longer the rule; but aside from Mr. Counselman's statement that this change was brought about by the operation of the "through rate," no reason was assigned for this radical change, which certainly was not coincidental with, though it may be one of the indirect results of, the making of the through rate. The committee found, also, that certain big buyers among the elevator owners do meet daily after the Board's session to fix a maximum bid for grain bought—in trans-Missouri territory, as Mr. Counselman explained, that territory being subject to the competition of other markets, so that the grain must be forced by high bids to Chicago. This statement was not controverted. Mr. Bacon of Milwaukee was the only witness who offered any light on railway discriminations in favor of individual elevator men, so often charged, but his testimony was to an inference only.

Clearly, if an elevator combine exists, and its members get the benefits of alleged discriminating rates, the committee's witnesses wholly failed to "smoke it out."

Going generally into the remedy for rate discriminations, the witnesses were singularly united in favor of "legalized pooling," Mr. Stone being the sole serious opponent to such a scheme. Of course, against such unanimity, one may well feel a disposition to pause before offering an objection, but certainly it does seem an anomaly that in order to give the shipper the benefit of railway competition, natural in view of the many competing lines, it should now be proposed to legalize the abolition by themselves of competition by natural competitors—to, in short, cure the "trust" evil by creating the greatest of all "trusts."

Advocacy of this policy seems the more remarkable in view of the well-known fact that in the past, outside of a very limited number of commodity pools, like the petroleum traffic, anthracite coal traffic and the live stock pools, this method for avoiding competition and railroad "wars," as applied by the railways themselves, without restrictions, was singularly unsuccessful for preventing either wars or discriminations in favor of either commodities, places or individuals. But now, when the latter evil is the chief transportation iniquity whose correction is now called for, pooling has come to be the one complete panacea offered by a vast number of therapists for curing all these evils at once and for all. It is true, in the days

of the old pools the Interstate Commerce Law had not been invented. It is possible that that interesting invertebrate may now, in some way, be sublimated, as by hypnotic power, to give benevolent potentiality to a thing that hitherto, like itself, has been as impotent for good to anybody or thing as a jellyfish in a desert. We have the railroads' and some other good folks' word for it that it will, but how this shall be done, except by a most extraordinary increase in the scope and character of the powers of the Interstate Commerce Commission, which even the railroad men may well hesitate to advocate, it is very difficult for a layman to imagine.

THE RULES OF THE TRADE.

We commend the letter published elsewhere in this issue from the pen of Secretary Tyler to the attention of grain men. And buyers are to be included as well as sellers, for, as Mr. Tyler says, the latter have no monopoly of ignorance as to the usages of the trade. We invite all to give their views, in accordance with Mr. Tyler's suggestion, and to state cases where differences have arisen, as to what were the rules that should govern.

The customs and usages prevailing in any line of business practically have the effect of law, for courts decree that a well-established usage is the law as between parties in a given occupation. There is reason for this, for such usages are very generally based upon equity. Naturally, too, when a man is ignorant of the rules governing certain transactions, the rule which he attempts to apply is that of self-interest. This is only human. The remedy is not to always give the other fellow the big end of the transaction, but to know what is right and equitable under the circumstances; to know the trade usage and conform to it.

Let us have a general showing up of the differences that occur between buyer and seller. Let there be a restatement, if necessary, of the equities in any given case. The thing to be gained is a more general expectation to abide by certain rules. Let the rules be questioned, if need be; but there should be complete agreement as to what the rules actually are. That would save any amount of unnecessary friction in cases where honest differences occur and prevent imposition where it is attempted. By all means let Mr. Tyler's suggestion be acted upon. Write us.

REFORM ON THE BOARD OF TRADE.

It seems quite possible at the present writing that the Chicago Board of Trade may have inaugurated a new era in its history while the new year is still young. The present agitation for reform has not proved one of the periodical "spasms" that have been frequent in the past. On the contrary, so earnestly do some members feel on the subject that they are quite willing to cut loose from the Board's charter, if that step be considered necessary to make reformation possible. But such a step can hardly be necessary. It was suggested by the general feeling that the more closely the Board can conform to the plan of the New York Stock Exchange the better will its purposes be carried

out, and the Stock Exchange is a voluntary association.

It is quite likely that a governing body will be provided, though if the charter is retained, and there seems little doubt of that, legislation will have to be initiated by the members, and not by the governing committee. Rules against bucketshopping or bucketshop connections are to be more stringent and penalties for violation of rules of the Board are not to be so elastic as at present. It is intended, if possible, to have the report of the committee adopted in time to inaugurate the whole reform system by the first of the year.

The Board of Trade is not a necessary evil, but a necessity of commerce. So long as this is the case it will survive, even if the abuses continue and the honest members be placed at a disadvantage or driven from business altogether. The question is not whether the Board shall live, but whether it shall live under better conditions than have prevailed of recent years. If the majority of the honest members are thoroughly in earnest, reform and effectual reform is simply a question of courage. Let the honest majority take a good big dose of "sand" and then apply the knife to every dishonest practice and every offending member. Reformation on paper will not do, and no discrimination must be shown in applying the knife. The Board must realize that it is bigger than any member or firm. When the Board once realizes that fact and has the requisite courage to act upon it, the reformation is already effected.

THE MONTREAL ELEVATOR DEAL.

The closing of the agreement between the Harbor Commissioners of Montreal with the syndicate headed by William J. Conners of Buffalo is by far the most important event of the year in its potential influence upon the future movement of Northwestern and Western grain to the seaboard. While it is true that during the past year, owing to the high rate ore has been willing to pay for vessel room, the railways have carried an unusual proportion of grain eastward, such a condition is abnormal and cannot long continue. Capt. McDougall, therefore, is probably not far wrong when he says: "It is as natural for the Western products to go through the St. Lawrence Canal as it is for waters of the great lakes to flow out through the St. Lawrence River."

Commerce is exceedingly cold blooded. It "follows the flag" or given routes only so long as it is profitable to do so. Its only consideration being profit, to gain profit it ignores all other considerations, friends and country not excepted. The success of the new Canadian canal route, which is now open from Chicago and Duluth to Montreal (the sea, in fact) for vessels 262 feet and 43 feet beam, drawing 14 feet of water, and capable of carrying 100,000 bushels of corn, with cheap elevator facilities at the sea terminal, will depend, therefore, entirely upon the nature of the inducements it offers. The men who have undertaken to exploit the new route are not new to the grain handling trade. In fact, few men know its requirements and possibilities better. There is nothing sentimental in their purpose, which is founded on a deliberate judgment, and as their contracted in-

vestment can be profitable only so long as their elevators and vessels are handling grain, it is not difficult to see that the Canadian route will hereafter be a dominant factor in the carrying trade of the West and Northwest.

AN INSPECTOR'S REPORT.

State Inspector Reishus of Minnesota has filed his annual report, showing that at the four inspection terminals in that state 279,112 cars were inspected on arrival. Of these 27,779 cars were held for reinspections, of which 16,128 were confirmed. Bad order cars seemed to have been less in proportion than at terminals further south, for only 3,479 cars were reported received out of condition, of which 1,040 were found not sealed, 532 with seals broken, 226 with end doors open, 159 with leaky doors, 29 leaking at the side, 21 at end and 7 at the center pin of the car.

Mr. Reishus proposes that hereafter the grain taken by the inspectors shall be sold for the benefit of the office, and not the employees. The amount realized last year was about \$3,000, which was divided among the employees, yielding to an average of 182 employees for the year a little over \$16 per annum each. By the conversion of this unlawful emolument from the pockets of the employees to the coffers of the department, four results, he says, will be attained: "First, greater efficiency and integrity in the official service; second, an increase of the department revenue sufficient to meet the rental expenses at the inspection points; third, the stoppage of the rivalry of samplers by taking of unnecessarily large and numerous samples, and, fourth, the restitution of the value of the samples to the shippers by reducing the inspection expenses which they have to meet." Instructions have therefore been issued to inspectors to take no more and no larger samples than are absolutely necessary to determine grade and allowance for shrinkage.

In one respect Mr. Reishus is iconoclastic. He thinks it's all folderol "that the work of inspecting grain requires such astounding intelligence and experience of an expert character, that only years of service in the grain inspection department can qualify a man for it. That may be a good theory to advance for the maintenance of pets in office, and that, in my humble opinion, is its principal virtue. After thirty years' experience in the handling and growing of grain, it is my conviction that any person possessed of ordinary horse sense, good eyesight and sense of taste and smell, together with the requisite physical strength, should be able to do well the work required of an inspector, after an apprenticeship of two or three months."

Mr. Reishus, therefore, armed with the courage of his convictions, had no hesitancy in firing the entire brood he found in office, finding his justification in the adage that "a new broom proverbially sweeps clean. The only way yet discovered of getting rid of corrupt practices and inefficient methods in public service is," he adds, "to get rid of the officials guilty of corrupt practices and inefficient methods. I know of no way of improving the service of the department if those guilty of doubtful methods and inefficiency are retained." This is, of course, true if the "doubtful methods" are

known actually to exist, but it is not always a safe rule of civil service to permit to officials of new administrations unlimited freedom to assume that "doubtful methods" do exist and to act on such assumption.

However, to avoid criticism of an officer who no doubt fully realizes his responsibilities, it must be conceded, whatever else may be said, that Mr. Reishus certainly has kept his office "in the public eye" by his bold and often heroic methods.

NEW YORK'S DILEMMA.

The Produce Exchange of New York has at last officially declared that the grain trade of that port is declining, relatively at least. The State Commerce Commission has been seeking causes in both the state and in the Northwest. The Northwestern grain and flour shippers make no secret of the causes of their discontent, which they say lies in the port's inadequate terminal facilities and the burdensome port charges.

But these have long been known in New York. Mr. Erastus Wiman of New York, at the recent state commerce convention at Syracuse and in his testimony before the Commission, stated only what has long been a subject of concern on the part of friends of the port, that the monopoly of piers and docks by private and corporate interests in New York City and the stupid separation of the docks from the warehouses by congested streets are the greatest crimes ever perpetrated against a commercial city naturally and inevitably isolated from other than nominal railway connections. In addition to this is the neglect of the Erie Canal and the segregation of the five terminals in New York City dedicated for canal uses, which have been given to the bitterest rivals of the canal. These handicaps, Mr. Wiman and the Western witnesses before the State Commission pointed out, must be removed if the port is to maintain its commercial supremacy.

There are those who profess to make light of the new competition in the grain trade which Montreal will offer by July 1 of next year; but the consensus of best opinion is that an enlarged Erie Canal can alone check the Montreal diversion. The winter, therefore, is likely to see a vigorous campaign in New York in favor of the rehabilitation of this ancient waterway, which of all our American waterways has the real merit of being a part of a through interstate line, following a practicable commercial parallel, and it is probable the Commission will recommend the enlargement. But whether the canal be improved or not, the first duty of New York City is to protect its trade now by providing adequate terminal facilities, operated at a minimum of cost, enforce its state laws as to port charges and call off the parasites which are fattening on the patrons of the port.

The Buffalo Merchants' Exchange has begun an agitation for the improvement of the harbor to get deep water in front of all the elevators and for the enlargement of the Erie Canal. Mr. Conners' performances at Montreal may not please the Buffalonians, perhaps, but they find the music certainly quite stimulating.

EDITORIAL

MENTION

Complaints continue from the receivers that some new corn is arriving in bad condition.

Permanent equitable grain rates are worth all it costs in time, labor and money to secure them.

A Chicago druggist was recently fined \$500 for "substitution." Hospitalizing doesn't go in the drug business, it seems.

A warehouse receipt is not a negotiable instrument, except where it has been made so, as in Illinois, by statutory enactment.

The eastern roads have kept on pushing up export corn rates until the freight from the Missouri to New York is quite equal to the value of the grain.

When you do get a car load it quickly and see that it gets away in the first train. This sort of thing pleases the traffic manager and in its way tends to relieve the general pressure for cars.

Cape Fear Township has sent to Raleigh, N. C., a cornstalk measuring 45 feet to the tassel and 30 feet to the ear. The new South is certainly getting to be—obstreperous, shall we say?

Some of the losses on flaxseed have amounted to 40 cents a bushel since last summer; so, occasionally, the man who sells what he hasn't got is in the same shape as the man who buys what he can't pay for.

The Illinois Supreme Court refused to hear an argument in a rehearing of the Glucose Trust Case on December 7, the rules of the court forbidding the arguing of a case in petition for rehearing.

Gingerly bids by the elevator men for corn have discouraged deliveries somewhat, so that the rustle for cars is not so serious as it was in some sections. The complaint of scarcity has by no means ceased, however.

Candidates for the office of track inspector at Winnipeg are required to pass an examination before their "pull" counts. Well, well, these Canucks will get as particular, one of these days, if they keep on, as the American mugwump.

A Texas court has decided that a mortgage given on an unplanted crop is void. If this ruling should come to prevail in the South, the factor system would go in short order. But who, then, would "grub stake" the small farmer?

This sort of thing doesn't happen often in Nebraska nowadays, but the following item from a newspaper published in Platte County shows how easy it is: "A couple of our grain dealers became involved in a war of words the

other day, and the result is our grain market ranges a few cents above the regular market." Wonder how much it cost them!

Those who make grain tickets to avoid the revenue stamp must bear strictly in mind that the ticket must not take the form of a check on the bank or of a money order, and if paid by the bank it must be paid out of a special fund set aside for that purpose only.

The Minneapolis weighmaster's annual report again repeats the old story of neglect by shippers to cooper cars and to follow the mandates of the law made for their own protection. The gods may help those who won't help themselves, but it should not be expected of them.

The Indiana Legislature having enacted that, after January 1 next, 68 pounds should be a legal bushel of ear corn in that state, the grain dealers of Northern Indiana have decided to abandon quoting a price per bushel after January 1, but to pay so much cash for 73 pounds of ear corn.

If you have an elevator for sale or rent, or wish to buy or sell anything in which a grain man will be the other party to the transaction, try the efficacy of a small advertisement in our "For Sale" or "Miscellaneous" columns. Those who have used these columns can testify to the results obtained.

Our Cuban wards are finding fault that an import duty of 15 cents per 100 pounds on corn is not enough to protect them from cheap American article, and as a measure of relief ask that the duty be raised to 60 to 65 cents. With freight added, would not that be rather steep, considering?

The broomcorn syndicate's announcement that \$200 a ton would be the December price for brush is what makes the bull of the Board sigh for "the days that are gone." Then there wasn't all creation to dump stuff on the market just when the thing got nice and comfortable; as it is in broomcorn trade now.

Indianapolis, which as a grain market appears to have been wiped off the map "by the Interstate Commerce Law," is shaking hands with herself. Her grain men begin to see a revival of the trade there, and though they are not posting figures yet, they feel there's a prospect for a substantial revival of business.

A certain New Jersey storage company, which is supposed to be the medium through which rebates are paid by one of the big railroads, destroys all its books every couple of years. It does not propose to be compelled to "produce its books" by the courts. It seems as if there ought to be some way of stopping that kind of thing.

In a stock case from Missouri the Supreme Court of the United States recently held that a railway company cannot evade responsibility for losses caused by delays, even though the delay occurs on the connecting and not the initial road, although a clause in the bill of lading issued by the initial road expressly releases it from such liability. The court says

substantially that when a company gives a bill of lading for a shipment which must pass over other roads than its own to reach destination, the road receiving the shipment from the company issuing the bill of lading acts as the latter's agent.

The grain elevator is what is called a "maximum burner" by the insurance men; that is, it involves a high loss per fire. But the percentage of fires does not place the elevator among the highest hazards. The fact that fires are so likely to prove serious matters in elevators inculcates the wisdom of preventing them rather than supplying fire-fighting apparatus, however desirable the latter may be. But prevention is always better than cure for that matter.

That interesting sheet locally known as the Berlin Tageszeitung has made the startling discovery that "hogs fed on American corn after a short time refuse to eat and have to be killed." The editor of the Tageszeitung would seem to be belated. It is well known that American corn has been acting "that a-way" on hogs in America for quite a spell. No one, however, on this side of the Atlantic has been idiot enough to get mad or even uneasy about it with fat hogs worth four to five cents.

The scarcity of cars has had several indirect results. In the business world, for example, the complaint is made that bad country collections are due to the blockade, which prevents farmers from delivering grain and realizing cash, throwing them upon the merchants, who are expected to carry them. On the other hand, the desire of elevator men to relieve the local tension by receiving grain has led to much serious overloading of elevators, many of which, as our casualty record this month shows, have collapsed under the strain.

Some little discussion was precipitated by the suggestion of a Chicago doctor, made to the National Society for the Promotion of Health, that clean sand, taken in small doses, is a sovereign remedy for dyspepsia and all other stomach troubles. The proposition seemed entirely novel to the newspapers. But friend Hunter of Hamburg, Iowa, long ago tried the sand cure for dyspepsia with success, and a number of grain dealers have taken the remedy at his suggestion. But it requires some courage to employ such a remedy; it takes "sand" to take sand.

"The decadence of the canal as a factor in transportation" is assumed by the Railway and Engineering Review of Chicago, because the Delaware & Hudson Canal has been abandoned. This is hardly fair. Undoubtedly the ancient importance of canals that now happen to start from nowhere in particular, however important thirty years ago, like the D. & H. and Ill. & Mich. canals, has departed, since one terminal cannot make a route. Even the costly Ill. & Miss., the Hennepin Canal, so-called, now under construction, is likely to be a failure, having not even one terminal. But it is as surely a deception of both shippers and carriers to assume that so important a transportation link as the Erie Canal, with its great terminals, would be useless if enlarged to a prac-

ticable capacity, as to say the lake route from Duluth or Chicago to Buffalo is in a state of decadence. The disheartening thing about this canal construction and abandonment craze is that the wrong canals seem so sure to be both built and abandoned, and the right ones neglected before and after construction.

The Kansas Secretary of Agriculture, F. D. Coburn, is ingenious—his annual crop yield announcements show that; but he has eschewed the too common official habit of guessing. His annual statement usually comes late, therefore, but it carries weight—quite as much in its way as do the udders of that quartet of Kansas cows with which he has decorated the front of this year's announcement card. The wheat crop was 43,687,013 bushels, he says, and corn amounted to 225,183,432 bushels, while the total value of Kansas' farm products was \$169,747,037.50 for 1899, or \$37,652,367 more than for 1898.

At the annual convention of the Iowa State Mutual Insurance Association, recently held at Des Moines, it was officially stated that the co-operative plan of insurance against farm, crop and stock casualties only, with \$71,280,535 at risk, had saved the members \$150,000, compared with similar insurance in stock companies. The district mutuals, meantime, had insured farm buildings at an average cost of \$2.15 per \$1,000, and had \$229,000,000 at risk. A little later on we shall have the annual reports of the mill and elevator mutuals, and expect to see that, as usual, they have saved their members from 45 to 50 per cent of the stock company premiums.

The New York Produce Exchange has for years been in trouble over its "gratuity fund" system of life insurance, and has been seeking a way out of the matter that would be honorable and just to those who have for years paid their assessments. The negotiations with the Metropolitan Life Insurance Co. to assume the burden have revealed some interesting statistics. It was shown that in July last there were 2,825 memberships out. The ages ran from 18 years to 92 years. There were 190 members 70 years old and upward. Between the ages of 60 and 70 there were 435; between 50 and 60, 752 members; between 40 and 50, 733 members, and between 30 and 40, 501 members.

Is an elevator issuing storage tickets required to guarantee its own weights and inspection at the terminal market? This is an important question, and yet it seems to be a mixed one in North Dakota at least. In that state the Kneeland case, noticed in the department of "In the Courts," has gone through the Supreme Court twice, only to be sent back for retrial, the District Court holding in the affirmative, and the Supreme Court, apparently, in the negative. The appellate court seems to hold with the elevator company that the elevator issuing the ticket, being in one state and under one system of inspection, and the shipper's terminal being in another, the guarantee of the former is not required to reach to the other, if in another state. If this is the correct inference from the press report of this case, it would seem to open up a choice field for ele-

vator manipulation of grain in storage, and, unless the shipping inspections are severely made, on an exact base of conformity to terminal requirements to protect the shipper, or holder of tickets, the latter won't be worth very much.

A lawsuit involving the value of four bushels of corn was recently settled in Indiana by friends out of court, after having consumed more or less time of the court during six years. The costs had reached the sum of nearly \$1,700. There's no moral, except that it seems at first blush an absurdity that the public courts should allow themselves to be burdened with petty litigation of this sort.

"Look out for weevil if you are carrying wheat in your elevator," says Zahm's Circular. "The warm weather this fall has undoubtedly caused weevil to get into wheat where it was in elevators, etc., and shippers want to look out for them. Run the wheat over, and if weevil is found screen it. When the weather gets real cold run the wheat over again and then it will stay cool. The weevil generally hatch when the wheat lies too long in warm weather, especially in the fall of the year. This is a very important matter, because where inspectors find weevil in wheat the wheat is generally graded weevily, and, of course, sells at a discount."

The rapid increase of grain hospitals at the terminals is eloquent testimony that farmers and country shippers are generous by nature and habit. They not only give away their screenings to the oppressed and down-trodden city elevator operators, but they pay freight on them, and even go so far as to knock their own stuff down a grade in order to do it. This is generous, but if the grain were cleaned at home there would be less sweating of contract deliveries by regular houses in the city, and contract grain would bring a better price in the markets of ultimate consumption, while thousands of dollars' worth of fat sheep and poultry and eggs might be marketed from the grain now absolutely donated to men who make from it the very cream of their profit. Clean your grain this year; feed the screenings somehow and see what they are worth in cash.

The recent collapse of the Franklin Syndicate in New York and of the Combination Investment Company of Chicago for the innumerable time, corroborates Barnum's business axiom, that the public delights in being humbugged. It is also testimony to the amazing prevalence in the country of the gambling spirit. But it is little use to homilize on this subject. Men will continue to offer 80 cents for queer dollars as long as there seems a chance of getting those 20 cents without working for them. The honest commission houses, which run "private wires" into the country towns, however legitimate their purpose and straightforward their dealings, will justify themselves on the score of a demand for their services, but they must also not overlook the fact that they are also encouraging and fostering at the same time the purely speculative (?) side of the business in a quarter from which but comparatively little legitimate business can be expected. However, as nothing is so easy as to separate foolish

people from their money, sympathy for those who tamper with "sure thing, paying 520 per cent annually" and drop their rolls, is sheer waste of energy.

It is a relief to the seed men directly and to the country in general indirectly to note in Secretary Wilson's report that he is now thoroughly opposed to that rank swindle known as the free seed distribution, as now understood practically. If he had taken the word of his predecessor, Mr. Morton, that the thing was a gross swindle, and opposed it two years ago, he might have lived officially long enough, without having a second term, to see it abolished by Congress. As it is, his conversion is creditable to his official wisdom and capacity, and it is to be hoped his report will be in the nature of a "bare bodkin," to make a wound in the hoary old abuse "not so deep as a well, nor so wide as a church door," but enough.

The American embassy at London has informed the Liverpool Corn Trade Association that the matter of inspecting export grain has been made the subject of a departmental inquiry, "which, it is believed, will be instrumental in removing the objections of European importers to the present system of American export grain inspection." This is interesting and would be still more so if we were told what is to be done on this side. Meantime, Secretary Preston of the Boston Chamber of Commerce writes the same Association that the Boston Chamber's committee of investigation of foreign complaints of inspection has reported that while some shipments made early last spring may have been "off" on arrival abroad, that fact must have been due to the conditions of the season and not to faulty inspection. However, the Bostonians promise not to do it again.

Although Judge Lochren had to follow usage and officially sustain the Grindeland law, because the state Supreme Court had previously done so, he had no hesitation in denouncing it personally. "When looked at through a gimlet hole it looks like a good thing for the farmer, and I suppose it is," he said. "But if it is possible for the state to exercise its police power to interfere with one class of men by making them give bonds to their customers for the safe return of goods or their full value, it is equally just that all classes of business should be amenable to the same restrictions." But in that event business would have to stop through dead weight of complications. In the present condition of society, the honesty of business men must necessarily be assumed, and it is assumed by the business world with almost entire safety, the losses by misplacement of such confidence—knavery, in short—being infinitesimal compared with the total volume of business transacted throughout the civilized world. That the Grindeland law was born of the narrowest spirit of class legislation is amply shown by the fact that during the year ending August 1, 115,000,000 bushels of wheat were handled by the grain inspection department of the state, all of which passed through the hands of the Minneapolis and Duluth commission men without a single complaint of irregularity having been made against them by the shippers.

Trade Notes

Over 65 elevators are now in use, constructed on the system of the Steel Storage & Elevator Construction Co. of Buffalo, N. Y.

The Vilter Manufacturing Co. of Milwaukee, Wis., report that they are working day and night on orders for Corliss Engines and other machinery.

The Chicago office of the Otto Gas Engine Works has the order for a 40 horse power Otto Engine to be used for electrical purposes by a mining company at Chihuahua, Mexico.

Croft, McAyeal & Co., 49 First Street, Portland, Ore., have been appointed agents of the Huntley Mfg. Co., Silver Creek, N. Y., in place of the Willamet Iron Works.

The Braddock Machine Co., Braddock, Pa., is to be incorporated with a capital of \$200,000. They will manufacture air compressors, machine tools and perhaps gas engines.

A factory is to be established at Milwaukee to manufacture an automobile, the motor of which was invented by W. F. Davis, formerly of the Davis Gasoline Engine Works Co., Waterloo, Iowa.

The H. W. Caldwell & Son Co. of Chicago expect to occupy their new factory buildings about January 1. Their headquarters, we understand, will remain at 127-133 West Washington Street, as usual.

The Huntley Mfg. Co., Silver Creek, N. Y., are sending out their annual wall calendar, and they inform us that if anyone in the trade fails to receive one of them they will be pleased to mail a copy on receipt of request.

The Leather Belting Manufacturers' Association adopted a new and uniform price list on leather belting, effective November 20. It carried an advance of about 20 per cent, which the manufacturers claim is necessary on account of advances in raw material.

G. W. Richardson of Sparta, Wis., has invented a machine which is claimed to be very successful in separating oats from wheat, and, in fact, separating almost any mixture of small grain. There is talk of organizing a company there to manufacture the machine.

Philip Smith, Sidney, Ohio, is now ready to supply his catalog No. 12 to anyone in the trade requesting same. It contains 72 pages and covers all kinds of elevator and grain warehouse machinery and supplies, including engines and boilers. Nearly all of these are of Mr. Smith's own make.

E. Lee Heidenreich, the elevator architect and contractor of Chicago, was the victim of a couple of holdup men early on the evening of November 21. He was struck on the back of the head and rendered unconscious, then robbed of \$40 and left lying on the street. He soon regained consciousness and secured assistance and medical attention.

The S. Howes Co., Silver Creek, N. Y., express great satisfaction in closing the year 1899 with an aggregate business far in excess of that for 1898, notwithstanding the fact that last year's trade was the largest in the company's nearly half century of business. They think this is conclusive evidence of the popularity of Eureka Cleaners, Separators, etc.

The headquarters of the Olds Gasoline Engine Works has been moved from Lansing to Detroit, Mich., where it is now known as the Olds Motor Works. The factory at Lansing will continue to be used in the production of Olds Gas and Gasoline Engines, while the new factory at Detroit will turn out automobile and marine motors and engines. When writing to the Olds Works, address your letters to Detroit, Mich.

Moore & Lorenz, manufacturers of grain handling machinery at 113-123 South Clinton street, Chicago, have recently installed some new machines in their works. There has been a steady increase in business during the year and the firm has been always prompt to meet the enlarging demand for their goods by new appliances and machinery. Orders

are now filled promptly and they will enter the new year with very adequate facilities for meeting the demands of their trade.

W. A. Walker has been engaged to represent the S. Howes Co. of Silver Creek, N. Y., in the West. His headquarters will be in Chicago. Mr. Walker is a member of the Chicago Board of Trade and has been connected with the grain trade for many years. He has a large personal and business acquaintance with the members of the grain trade in this city and the West, and the S. Howes Co. is to be congratulated on securing his services.

The N. P. Bowsher Co., South Bend, Ind., report that they have had an unusually heavy demand for their Bowsher Feed Mills. Up to December 1 the sales were nearly double that at corresponding season last year. The bulk of the trade from millers and elevator men is yet to come and the prospect for 1900 is unusually bright. New machine tools and additional help were put in at their factory several months ago, and the Bowsher people propose to give their customers the prompt shipments which they demand.

Ed. F. Dennis, deputy grain inspector at Cincinnati, has invented a grain tester which he believes reduces to a minimum the possibility of error or fraud in testing grain. A small hopper is filled while standing on a slideway. It is then shoved over an opening, through which the grain drops into the weighing cup. By turning a crank with gear attachment, the slide and hopper are thrown back out of the way and the cup is mechanically stroked with a sidewise and cutting motion, which leaves the top of the grain perfectly even in the cup, which is then ready for weighing in the usual manner.

The Borden & Selleck Co., 48 and 50 Lake Street, Chicago, have recently sold Howe Wagon and Dump Scales to the Chicago Great Western Railway for Northfield and Faribault, Minn., and also other stations. Also to J. H. Taggart & Son, Wenona, Ill.; Moses Dillen, Sterling, Ill., and A. Hurst & Co., Maquoketa, Ia. Also a 1,200-bushel hopper scale to Eckert & Swan, Chicago. The Borden & Selleck Co. also report sales of a number of equipments for coal handling plants, including Harrison Conveyors, screens, rope drives, gasoline engines, etc. They have also installed a number of large railroad track scales.

The list of elevators built this season by Honstain Bros., the elevator contractors of Minneapolis, Minn., is a long and creditable one. It includes the following: A 200,000-bushel elevator for the Theo. Hamu Brewing Co., St. Paul. The H. D. Hall Elevator Co., West Superior, Wis., 50,000 bushels. W. D. Washburn, Wilton, N. D., 55,000 bushels. The Farmers' Elevator Co., Mazeppa, Minn., 35,000 bushels. The Farmers' Elevator Co., Browns Valley, Minn., 30,000 bushels. Robinson & Hoff Bros., Cavalier, N. D., 25,000 bushels. Marshall Milling Co., Taunton, Minn., 25,000 bushels. Lidgerwood Milling Co., Lidgerwood, N. D., 25,000 bushels. A 25,000-bushel elevator for Bingham Bros., at each of the following Minnesota towns: Verdri, Darfur, Comfrey, Bedford, Odin, Manyaska, Wanda, Wabassa, Vesta and Okawa. Also 25,000-bushel houses for the Minnesota Elevator Co. at the following stations: In Iowa at Fenton, Ringsted and Dolliver. In Minnesota at Bedford, Comfrey, Darfur, Tenhassen, Vesta, Okawa, Wabassa and Wanda, and at Aurora, S. D. Also 25,000-bushel elevators for Schmid & Anderson Bros., Comfrey, Minn.; J. H. Fitzgerald, Geneseo, N. D.; Crown Elevator Co., White Rock, S. D. Also 15,000-bushel elevators for the National Elevator Co., White Rock, S. D.; E. M. Walbridge, Cannon Falls, Minn.; J. C. Geraghty, Rosemount, Minn.; E. E. Van Scoiack, Bryant, S. D. For the Echo Milling Co., Echo, Minn., a grist mill and 10,000-bushel elevator.

The Grain Dealers' Association of Southeastern Iowa will hold a regular meeting at Burlington Iowa, on December 18, at 7 o'clock p. m.

Col. C. T. Prouty, territorial grain inspector of Oklahoma, says he believes 40 per cent of the grain of the territory is still in original hands.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Landlord's Lien Superior.

The Court of Appeals of Kentucky holds, in *Brown against Noel*, 52 Southwestern Reporter, 849, that a tenant could not wrongfully take a crop from the possession of the landlord who had a landlord's lien upon it and place it in the possession of a warehouseman, so as to create any lien upon it in the warehouseman's favor superior to the landlord's right in it, or deprive the landlord of the right to have the possession restored to him.

Not Made Superintendent.

The mere fact that a person, employed in a mill and elevator as clerk and bookkeeper, is taken from his desk by the superintendent of the elevator and directed to take charge of the handling of grain in the elevator for a day, the Supreme Court of Illinois holds, in case of *Decatur Cereal Mill Company against Gogerty*, 54 Northwestern Reporter, 231, will not transform him into a superintendent nor clothe him with the power of a superintendent nor even constitute him a vice-principal of the company employing him, so that he can be held to have assumed the risk of managing the elevator or a car puller therein, it not being proved that the superintendent had authority to appoint a superintendent for the company.

To Maintain an Action for Conversion of Grain.

To entitle one to maintain an action for the conversion of personal property, as for example, of grain, the Supreme Court of North Dakota holds, in *Clendenning against Hawks*, 79 Northwestern Reporter, 878, that he must show that at the time of the alleged conversion he had possession, or a legal right to the immediate possession of, and a general or special ownership in the property converted.

A second mortgagee, the Court goes on to state, may maintain an action against a first mortgagee for the conversion by the latter of personal property included in both mortgages. The measure of recovery in such case is the value of the property converted (not exceeding the amount due upon plaintiff's lien), less the amount due upon the first mortgage.

And so here, in an action by a second mortgagee against a first mortgagee for the conversion by the latter of property covered by both mortgages, where it appeared that the value of the property converted exceeded the amount due upon the first mortgage lien, the court holds it was error to direct a verdict for the defendant or first mortgagee.

Can Require a License.

In the case of *State*, brought on relation of the Railroad and Warehouse Commission, against the *W. W. Cargill Company*, the Supreme Court of Minnesota says that the defendant operates a grain warehouse in a village in that state, in which no grain is stored but the defendant's own, which it purchases of the farmers at the warehouse where the grain is so delivered and where it is weighed and graded by the defendant on its own scales and with its own appliances. And the court holds (79 Northwestern Reporter, 962) that the business so carried on is of such a public character and sufficiently affected with a public interest that the Legislature may require persons operating such warehouse to take out a license therefor as provided in Chap. 148, Gen. Laws, 1895.

The court says that if the business carried on at this warehouse consisted of nothing more than storing defendant's own grain, it would concede that such business would warrant but little interference or regulation of it by the state. But inasmuch as the grain is purchased, weighed, graded and delivered at the warehouse, and the defendant, with its own scales and appliances, weighs and grades the grain, the court says that the warehouse is a sort of public market place where the farmers come with their grain for the purpose of selling the same and where the purchaser, a party in interest, acts

as market-master, weigh-master, inspector and grader of the grain. And surely, it maintains, and a business is of a public character and is sufficiently affected with a public interest to warrant a very considerable amount of regulation of it by the state.

The grain crops of the state, the court goes on to say, constitute by far the most important part of its commerce and its greatest resource. It is important to see that correct weights are had; that uniform grades are given; that the proper amount of dockage and no more is taken; that no dishonest practices are allowed and no undue advantage is permitted to be taken.

There are, perhaps, it observes, provisions in the Act above referred to which it would be unconstitutional to apply to such a warehouse as this, the business carried on at which is similar to that carried on at a large number of other warehouses and elevators in the state; but these matters, the court adds, need not be considered at this time. The provision requiring a license not being one of them.

Not a Contract for an Option.

A contract was made by an Ohio brewer with an Illinois firm, through a duly authorized agent of the latter, in Ohio, for five cars of sample B barley and five cars sample C barley, at a certain price each per bushel delivered at Columbus. The contract of sale further stated that after these five sample cars of each grade had been received, weighed, examined and found satisfactory, the brewer should have the privilege to order 10,000 bushels more of each grade at the same price before a certain date.

The ten carloads of barley in said contract mentioned were delivered and paid for according to the terms of said contract. Afterward and within the time prescribed, the brewer twice notified the Illinois firm of his election to take the additional 20,000 bushels of barley—10,000 bushels of each grade—and requested them to furnish him with the same in accordance with the terms of said contract. This the firm absolutely refused to do. The brewer then sued for damages. The defense was the Illinois statute against options. The Superior and Appellate Courts both took the view of the defense. But the Supreme Court of Illinois reverses the judgment rendered in the firm's favor.

The Supreme Court holds (*Schlee vs. Guckenhelmer*, 54 *Northeastern Reporter*, 302) that the clause in controversy did not alone amount to a contract, but was a mere offer to sell 10,000 bushels each of two different grades of barley according to sample at a specified price for each grade, the offer to be accepted by a specified time, which clause did not constitute a contract for an option.

It says that this proposition or offer was similar to every-day business transactions among the people of this state with reference to every character of commodities purchased for use. The offer to sell such a commodity at a specified price, if accepted by a specified time, does not constitute a violation of the statute. Its acceptance within that time is not prohibited or made a criminal offense, but is an everyday transaction, necessary in carrying on business. There was nothing in this contract prohibited by the laws of this state; hence it was not void.

This case it distinguishes from that of *Schneider vs. Turner*, 130 Ill., 28, where the contract was: "In consideration of one dollar and other valuable considerations, receipt of which is hereby acknowledged, I hereby agree to sell, etc., 1,785 shares of the capital stock, etc., at \$600 per share," etc., which, the court declares, was clearly a contract for an option. And the court says that by the common law, contracts of this latter character are valid, as under the common law a contract to have or give an option to sell or buy at a future time grain or other commodity was neither voidable nor void.

The Agricultural Department at Washington is now selecting its seed exhibit for the Paris Exposition from some five tons of samples received from all parts of the country. These reached Washington in four-quart bags, and represent the finest grain that could be selected by United States experts from the crop of the present year.

THE INDUSTRIAL COMMISSION

The sub-committee on transportation of the Industrial Commission now engaged in investigating industrial conditions, trusts, etc., in the United States, held hearings for a fortnight at the Auditorium, Chicago, just prior to Thanksgiving. The subject was transportation and its influence on industry. As a part of this inquiry a search was made for the Chicago grain trust. H. F. Dousman and S. H. Greeley were the first witnesses when this line of inquiry was taken up.

Mr. Greeley said there was "a railroad and warehouse combination," and that because of it "the grain business of Chicago is monopolized by the individuals favored by the railroads and competition is going to pieces." Mr. Greeley's views on this subject are so well known to our readers that it is needless to repeat them here. He named several specific evils as now afflicting the grain trade, to wit, discrimination, the Illinois public warehouse system, bucket shops and bear speculation, private ownership of railroads, telegraphs, etc. He said the public warehousemen, each of whom controls a separate line of railway from the West, now put out the price bids, and together the public warehousemen and the railroads are driving out the country dealer. When the latter is finally crushed, they will dictate prices. "I can tell of five men," he said, "who meet every day after the Board of Trade sessions to arrange the combination's price for grain, through the Western territory." His remedy was government ownership of railroads, public warehouses and telegraphs.

H. F. Dousman, a retired Board of Trade man, among other things said: "The individual grain handler is simply forced to cater to the combines. There has grown up a system of private elevators which controls matters, and the country buyers and the farmers do not get as much for their grain as when it went to the open market. As a rule there is one favored buyer to a road and all are not given a fair chance."

On the following day the witnesses were Charles Counselman, Geo. H. Webster, W. H. Bartlett and J. G. Snyder, representing the public elevator side of the inquiry. Mr. Counselman denied that there is such a thing at Chicago as an "elevator combine." Explaining the present conditions of the trade he said substantially that "some years ago Chicago had a local rate on grain to and from the city. The commission merchants used to receive grain from the West on a commission and ship it East from this point. At that time grain flowed in a natural way toward this center. The railroads afterward made a rate, through billed, to Eastern points. These rates were taken advantage of by Western shippers and Eastern buyers and Chicago was ignored. To meet this competition it was found necessary to build private elevators at Chicago and buy the grain and bring it to this city. This, in his opinion, was the beginning of the trouble. He continued: "Instead, therefore, of the railroads helping us they are doing much to hurt our property. We are forced to buy grain, not only to protect ourselves, but also to keep Chicago in the lead. Of course, some men are hurt by our buying grain, but we are not to blame. The through billed rates made by the railroads are responsible, and if we had the old local rates again matters soon would right themselves. And the men who are fighting us would do more for their own interests if they would use their efforts to restore them." He held that the track buying system benefited rather than injured the farmers. He insisted that the elevator men had no exclusive rights on the railroads; and while acknowledging that several Chicago elevator men made a practice of assembling after the close of the session of the Board of Trade each day and making prices to be bid country buyers, this, he said, was because of the competition of markets and was done to divert the grain to Chicago from the Southwest.

Mr. Webster, among other things, said: "The allegation that anybody monopolizes or manipulates the Chicago grain market is false. The thing is impossible. Plungers have tried it repeatedly and

have come to grief. In the grain business the natural laws of trade pre-eminently and inexorably control prices. Armour does not use private cars; they are obsolete in the grain business. He owns some elevators and leases others—all of which are a part of his legitimate business equipment. He gets no special rates of freight and enjoys no other improper advantages over competitors. We have an agreement with Counselman and other firms to fix the price of grain west of the Missouri River, not to reduce prices to the consumer, but to sustain them that Chicago may get its share of the business in competition with other cities. Grain no longer comes to the Chicago market naturally; it is diverted into widely separated channels, and we must fight for all we get. The plight of the commission man, who is so bitter against wholesale grain buyers, is due not to any desire on the part of those buyers to injure him, but to conditions that have come about in the natural course of commercial development. He has been largely eliminated in the interests of economy." Only about 25 per cent of the grain shipped into Chicago is handled in the public elevators, Mr. Webster said; and the total handled by the city is only about 10 per cent of the grain output of the country. "The amounts of grain raised in the different parts of the country," he said, "are so enormous and the means of transportation so varied, plentiful and prompt, that manipulation at any one point is sure to attract grain from all over the United States in such large quantities, and it can be moved so rapidly that manipulation cannot be successfully carried on. If the present methods of the Chicago grain merchant are to be criticised, why not also denounce the farmer for no longer consigning his grain to the commission merchant? Why not the local dealer who deals without the intervention of the middleman? The fact that the leading grain merchants of Chicago are also proprietors or interested in elevators is not due to a purpose to oppose commission merchants. The situation had been forced on them by trade conditions."

Mr. Bartlett and Mr. Snyder's testimony was to similar purport. Mr. Bartlett said track bidding began from Baltimore and Philadelphia, whose buyers first began bidding against the Western dealer for grain. They went direct to the country dealer. This competition spread to all the Eastern markets, and Chicago was the last to come into this direct bidding. To-day the system is nearly universal. The elevator men buy direct from the country dealers, eliminating the commission, and run hundreds of country elevators, which buy direct from the farmer. The men who complain against the alleged discrimination are those who refuse to adapt themselves to the change of conditions, and who still desire to secure large commissions for consignments."

The commission houses were represented by E. P. Bacon, of E. P. Bacon & Co., Milwaukee. Mr. Bacon did not quite agree with the four witnesses of the previous day. When asked about discriminations he said he could answer only by stating certain facts and drawing an inference. Knowing it to be a fact, he said, that the Milwaukee Elevator Co., one of whose owners is a railroad director and large grain buyer, has been able to bid for grain in the Northwest at least 2 cents per bushel higher than other dealers could pay for it, he was able to account for this only by the inference that the company received a lower freight rate than others could get from a railroad in which he was a director. "I wish to submit in evidence," said Mr. Bacon, "bids mailed October 21 and 26 by the Milwaukee Elevator Company to local dealers in Dakota and Minnesota offering rates at which they would take grain delivered before the opening of the exchange the next day. These bids which this company sent out provide for the purchase of grain at such a rate that if shipped to Milwaukee at the regular freight rates, it would cost there 2 cents a bushel more than it could be bought for there." When asked to account for this kind of bidding, Mr. Bacon said: "I can only infer. I know this elevator company is not in business for fun or for its health. If it wanted grain for any such purpose it would go into the

Milwaukee market and buy it at the lower rate. It must be able to transport it so as to save that extra 2 cents and make enough more to make it an inducement to do the business. The fight for grain between the various markets of the Northwest is a fierce one and we cannot compete successfully with any company which can do a thing like that."

There was a remarkable paucity of remedies suggested by the grain men. Aside from Mr. Greeley's plan of making the government the "whole thing," a pooling law seemed to be the only way out. Messrs Hartlett and Snyder agreed with Mr. Counselman that "the remedy for the whole difficulty lies in a pooling law that will allow the railroads to pool their interests under the control of the Interstate Commerce Commission and thus protect the public. This," added Mr. Counselman, "would eliminate 99 per cent of the trouble arising from the practice of rate cutting." Mr. Bacon, who took an active interest in the enactment of the original Interstate Commerce Law, said that he was a strong advocate of pooling, and added that he was authorized to advocate this in behalf of the Milwaukee Chamber of Commerce. It was his opinion that pooling, if regulated by the Interstate Commerce Commission, would afford the most effective means of doing away with rate slashing. "The legalizing of pooling of railroad earnings," he said, "is the only certain means of securing uniformity, equity and stability of rates for transportation of grain. It is the only means of avoiding discriminating rates between various points of shipment. I would have the control of rates under the 'pooling' contracts in the hands of the Interstate Commerce Commission, which should be given absolute authority to order changes from time to time that are deemed best. It should have absolute power to determine just what rates should be."

In this policy the grain men were naturally supported by the witnesses from the railway offices. A. B. Stickney, of the Chicago Great Western, was, of course, radical. He held that the government has nothing to do with the questions of rates, pooling, passes, etc. "Government," he said, "never was intended to run a business; that is an individual function. The Interstate Commerce Law is a failure; it has never been enforced, and never can be. Published railroad tariffs are not lived up to and cannot be. The best law Congress could enact would be one repealing a lot of laws it already has passed." Mr. Ripley, of the Santa Fe, defended pooling, and cited in support of the principle the Southwestern Traffic Association pool, during the ten years' existence of which Kansas City had increased her population from 58,000 to 156,000, and Omaha hers from 25,000 to 110,000. Under that pool, Mr. Ripley said, rates fell rather than advanced, no discriminations existed, and rates were steady.

On the other hand Geo. F. Stone, secretary of the Chicago Board of Trade, opposed the pooling principle. He said in part: "Pooling by railroads is odious in law. It stifles competition. It is against public policy. It creates a vast and dangerous monopoly to be carried on under the protection of the government. It takes away the principal pillar of the Interstate Commerce Law. It is class legislation. It is contrary to the genius of republican institutions, and will be a constant menace to that public tranquillity which is a condition precedent to common prosperity. It is subversive of the common good and of the highest interests of the people. It is opposed by the great majority of the people. The railroads never voluntarily reduced a rate. The forces of competition reduced rates and compelled railroads to conform to those trade conditions which all industries must recognize if common prosperity is to be secured. The forces of competition cannot be stayed. They are as irresistible as the procession of the seasons. They will break down every barrier in the path."

Other witnesses urged remodeling the Interstate Commerce Law to give the Commission mandatory powers; Zeni R. Carter wanted the Illinois River ship canal, while Joseph Chapman of Zanesville, O., thought, and this was the only strictly original suggestion, that a railway board of control, consisting

of one member from each state, endowed with powers second only to those of the United States Supreme Court, could regulate interstate commerce. Supplementary to this board, but of minor jurisdiction, should be the Interstate Commerce Commission, whose rulings should not become operative until approved by the board of control.

IN THE COURTS

A petition has been filed to declare Philip S. Daubenspeck, grain dealer at Glenwood, Ind., a bankrupt. His liabilities are stated as over \$8,000, assets \$6.

Chas. E. Baker, a Chicago grain dealer, has filed a voluntary petition in bankruptcy. His liabilities are \$278,207, indebtedness contracted at Evansville, Ind., and due mainly to grain dealers and bankers. He has no assets.

Isaac Thorman, one of the partners in the Cleveland Grain Drying Company of Cleveland, Ohio, has filed a petition to have a receiver appointed for the company. The partners, he says, are not agreed among themselves and the business is run at a loss.

The Cleveland Grain Company has sued J. E. Rayl, grain dealer at Marion, Ohio, for \$18.51 overdraft, his shipments on a contract for 8,000 bushels of oats having run that much short, also for \$81.38 loss caused by Rayl's failure to fill a contract of sale of 2,100 bushels of corn.

Levi Z. Leiter has sued Geddes & Co. in the U. S. Circuit Court of Chicago, for an accounting. He alleges that during "the Leiter deal," he advanced \$100,000 for use of Geddes & Co. as his agent in Great Britain, and that the total shipments of wheat through said agent by Joseph Leiter were about 2,500,000 bushels. He says he has been unable to get a settlement.

The case involving the entire warehouse system owned by the Hamilton & Rourke people at Pendleton and other Oregon market towns, and other items running up the total to \$150,000, is to come up in the Superior Court at Ocofax sometime in December or January. The case was appealed to the Supreme Court of Washington by the Sibson & Kerr interests, and was thrown out of court upon the imperfection in the pleading and will have to be retired on that account.

In the case of a certain note given by the Winona & Dakota Grain Co., countersigned by the president and made payable to the president and indorsed by him to another party, the Supreme Court holds that, "A negotiable promissory note executed in behalf of a corporation by its president and in which he is named as payee is prima facie void as to such corporation. The burden is upon the holder of such an instrument to show that it is, in fact, the obligation of the corporation. Proof that it was payable to the order of the president at the request of the holder does not tend to establish a corporate obligation."

The weigher appointment troubles at Topeka, Kan., have culminated in a suit begun by H. C. Galloway against A. E. McKenzie, state grain inspector, for \$5,000 damages. Galloway was state weigher at the Capital Elevator, but Thos. Ewan, the manager, refused to allow him to act. Messrs. Ewan and McKenzie then agreed on a man and Galloway was removed. Mr. Galloway sets up four causes of action, to wit, making him stop work at the elevator, employing and installing another man in his place who was not regularly appointed or commissioned, refusing to issue vouchers for his salary, and circulating a false report that he was discharged for incompetency.

After fifteen years of litigation the Supreme Court of New Jersey has decided that the Erie Elevator at Jersey City is private property for the purposes of taxation. The owner, the Erie Elevator Company, has all these years contended that the property, being under the supervision of the railway company, should be assessed as railway and not as private property. The court holds that though the railway provides switches, etc., to the elevator and enjoys a benefit from its business, the elevator does not, in fact, exercise any of the franchises of the railway company and must be treated, as it is, as private

property—a storage house and not a part of the railway plant.

In the case of Kneeland against the Great Western Elevator Company, the Supreme Court has reversed the judgment of the lower court and ordered a new trial. Kneeland had stored wheat and flaxseed with the elevator company. When he withdrew his grain and seed and shipped it on his own account, the stuff graded lower at Duluth and was docked heavier than when it was stored with the elevator company. Kneeland sued to recover the loss, and secured judgment therefor in the lower court, which is now reversed. The attorneys for the elevator company held that the North Dakota grades and weights being established by one set of officials, and those at Duluth and other terminals by another, the rules and regulations governing grading and inspection are not the same; and since they are not it would be impossible for an elevator company to guarantee that the grades they might establish in North Dakota would hold good at the terminals.

The Cincinnati Chamber of Commerce's grain committee has rendered a supplementary decision in the Felss case, noted in this department last issue. Van Lunnen & Co. sold to Heile & Sons a car of rye, shippers' weight, Chicago; Heile & Son sold it to Theo. Felss, a miller, who reported the car 2,000 pounds short of Chicago weight. Heile & Sons wanted to settle with Lunnen on that basis, but on their refusal to do so settled on basis of shipper's weight, as required by committee decision referred to. They then called on Felss to settle on the same basis, which he refused to do, claiming that Heile & Sons had repeatedly implied acceptance of the weights furnished them by him by making a number of requests over the telephone for his return of weights; that immediately upon receiving his weights the firm had sent him a bill based upon them and had accepted payment accordingly; that his weights were correct and accurate and had been accepted by the firm repeatedly in other transactions. In deciding the appeal against Heile & Sons, the committee say that any exception to the weights should have been made by Heile & Sons as soon as they were received and found not official and unsatisfactory, and not after they had been once formally accepted.

New Orleans exports of corn for November were 3,982,638 bushels.

Indiana's average yield of corn per acre the past season was 37 bushels.

The Scoopers' Union at Buffalo will make a bid for the grain handling contract at Buffalo for next year.

Some Nebraska grain dealers complain that not enough stuff has been coming in to keep them busy.

The last down cargo of grain for the season left Duluth on December 7. It was 110,000 bushels of barley for Buffalo.

The Pacific Coast used for the last grain crop about 42,500,000 bags. The state prison factories got 4.95 cents per bag for their product, but the jobbing price reached 7.25.

The Norwegian steamer Urd was chartered at Philadelphia, November 20, to load grain for Reval, Russia. This is the second vessel from an American port this year to carry grain to Russia.

The year ending will be the banner year in grain exports from Philadelphia. There has so far been a large gain in the volume of all export grain handled, in spite of a slight falling off on the amount of wheat and rye exported.

The N. P. officials report that that road had up to November 15 handled 3,000,000 bushels of wheat less than at same time last year, and that the amount now in store along its line far exceeds any year in the road's history.

There is so much grain in the elevators at West Superior, Minneapolis and other points in the Northwest that it is said insurance cannot be found for it all in this country, and large lines are being carried abroad. Some companies are increasing their lines on the better elevators.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending December 12 has been as follows:

November.	NO. 2 B.W. WHT.		NO. 1 W. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.	67	68	67	68	31	32	23	24	53	54	129	130
13.	67	68	67	68	31	32	23	24	53	54	129	130
14.	67	68	67	68	31	32	23	24	53	54	129	130
15.	67	68	67	68	31	32	23	24	53	54	129	130
16.	67	68	67	68	31	32	23	24	53	54	129	130
17.	67	68	67	68	31	32	23	24	53	54	129	130
18.	67	68	67	68	31	32	23	24	53	54	129	130
19.	67	68	67	68	31	32	23	24	53	54	129	130
20.	67	68	67	68	31	32	23	24	53	54	129	130
21.	67	68	67	68	31	32	23	24	53	54	129	130
22.	67	68	67	68	31	32	23	24	53	54	129	130
23.	67	68	67	68	31	32	23	24	53	54	129	130
24.	67	68	67	68	31	32	23	24	53	54	129	130
25.	67	68	67	68	31	32	23	24	53	54	129	130
26.	67	68	67	68	31	32	23	24	53	54	129	130
27.	67	68	67	68	31	32	23	24	53	54	129	130
28.	67	68	67	68	31	32	23	24	53	54	129	130
29.	67	68	67	68	31	32	23	24	53	54	129	130
30.	67	68	67	68	31	32	23	24	53	54	129	130
31.	67	68	67	68	31	32	23	24	53	54	129	130
Dec.—	67	68	67	68	31	32	23	24	53	54	129	130
1.	67	68	67	68	31	32	23	24	53	54	129	130
2.	67	68	67	68	31	32	23	24	53	54	129	130
3.	67	68	67	68	31	32	23	24	53	54	129	130
4.	67	68	67	68	31	32	23	24	53	54	129	130
5.	67	68	67	68	31	32	23	24	53	54	129	130
6.	67	68	67	68	31	32	23	24	53	54	129	130
7.	67	68	67	68	31	32	23	24	53	54	129	130
8.	67	68	67	68	31	32	23	24	53	54	129	130
9.	67	68	67	68	31	32	23	24	53	54	129	130
10.	67	68	67	68	31	32	23	24	53	54	129	130
11.	67	68	67	68	31	32	23	24	53	54	129	130
12.	67	68	67	68	31	32	23	24	53	54	129	130

* Holiday.

During the week ending November 17, Prime Contract Timothy Seed sold at \$2.40 per cental; Prime Contract Clover Seed at \$8.00; Hungarian at \$0.50@0.60; German Millet at \$0.65@1.00; Buckwheat at \$1.40@1.60 per 100 pounds.

During the week ending December 1, Prime Contract Timothy Seed sold at \$2.40@2.45 per cental; Prime Contract Clover Seed at \$7.75@8.00; Hungarian at \$0.50@0.57; German Millet at \$0.65@1.00; buckwheat at \$1.30@1.45 per 100 pounds.

During the week ending December 8, Prime Contract Timothy Seed sold at \$2.40@2.45 per cental; Prime Contract Clover Seed at \$7.75; Hungarian at \$0.50@0.60; German Millet at \$0.65@1.00; buckwheat at \$1.35@1.45 per 100 pounds.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the twenty-three weeks ending December 4, for the last three years, according to the Cincinnati Price Current, were as follows:

	1899.	1898-99.	1897-98.
St. Louis.....	8,969,000	10,408,000	8,550,000
Toledo.....	10,223,000	9,117,000	8,900,000
Detroit.....	1,924,000	2,920,000	3,854,000
Kansas City.....	11,462,000	19,000,000	21,408,000
Cincinnati.....	329,000	404,000	404,000
Winter.....	30,577,000	41,867,000	41,946,000
Chicago.....	17,178,000	19,837,000	20,057,000
Milwaukee.....	5,734,000	6,248,000	5,557,000
Minneapolis.....	43,950,000	38,808,000	41,708,000
Duluth.....	36,558,000	47,737,000	32,997,000
Spring.....	102,665,000	112,630,000	100,018,000
Total bus., 23 weeks.....	133,200,000	164,497,000	141,965,000

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 17 months ending with November as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	'99-1900.	1898-99.	'99-1900.	1898-99.
August.....	624,375	666,420	670,392	978,700
September.....	1,231,875	1,212,780	775,135	729,806
October.....	1,163,814	1,140,280	848,149	872,650
November.....	1,068,698	769,210	555,308	309,824
December.....	423,980	281,619	281,619	281,619
January.....	313,200	107,220	309,768	309,768
February.....	271,440	185,020	185,020	185,020
March.....	272,020	139,633	139,633	139,633
April.....	121,220	57,205	57,205	57,205
May.....	175,025	194,129	194,129	194,129
Total bushels.....	4,087,762	5,890,915	2,348,994	4,468,384

The drained lands of the Kankakee swamps of Northern Indiana are making phenomenal records as corn producers.

Sebastian Rotes of Pope County, Ill., found an ear of corn, perfect in shape and well filled, having six small ears or nubbins growing around, and almost encircling it—seven in one—and all grown in one husk.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of November, 1899:

BUFFALO—Reported by Chas. H. Keep, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1899	1898.	1899	1898.
Wheat, bushels.....	5,050,268	16,149,667	1,384,937	.....
Corn, bushels.....	4,771,699	7,506,727	877,567	.....
Oats, bushels.....	8,215,700	2,592,640	164,206	.....
Barley, bushels.....	3,809,960	2,915,281	950,522	.....
Rye, bushels.....	61,720	694,443	72,577	.....
Flaxseed pounds.....	2,265,834	1,218,022	150,291	.....
Flour, barrels.....	1,378,162	1,766,584	.....	.....

* Shl. me ts by canal only.

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899	1898.	1899	1898.
Wheat, bushels.....	302,422	2,390,531	366,909	2,364,322
Corn, bushels.....	3,856,716	3,818,940	429,696	3,579,890
Oats, bushels.....	240,502	560,731	250,110	327,357
Barley, bushels.....	24,186	17,573	.....	.....
Rye, bushels.....	52,835	450,008	490,998	.....
Hay, tons.....	3,070	3,568	867	1,000
Flour, bbls.....	354,114	524,305	274,467	365,804

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899	1898.	1899	1898.
Wheat, bushels.....	3,390,290	5,096,875	915,684	4,297,293
Corn, bushels.....	7,783,796	8,979,519	9,267,074	15,940,580
Oats, bushels.....	7,147,291	8,394,456	8,037,173	5,745,923
Barley, bushels.....	2,294,595	796,300	773,674	1,272,198
Rye, bushels.....	182,541	2,662,827	255,276	5,48,331
Timothy Seed, lb.....	4,820,808	6,066,983	2,029,471	2,36,305
Clover Seed, lb.....	912,147	1,249,400	1,273,584	1,357,271
Other Grass Seed, lb.....	554,170	1,876,595	831,197	1,081,831
Flaxseed, bushels.....	1,042,880	769,560	451,750	23,516
Broom Corn, lb.....	4,030,410	2,977,025	1,043,459	541,065
Hay, tons.....	19,401	19,041	1,159	492
Flour barrels.....	533,548	563,345	401,556	517,632

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899	1898.	1899	1898.
Wheat, bushels.....	78,055	45,891	54,974	18,595
Corn, bushels.....	354,018	281,096	96,186	25,490
Oats, bushels.....	222,973	413,377	54,603	162,378
Barley, bushels.....	127,380	210,755	2,122	8,492
Rye, bushels.....	60,288	56,960	25,923	6,733
Timothy Seed, bags.....	3,810	7,368	1,357	870
Clover Seed, bags.....	3,078	3,824	2,001	1,765
Other Grass Seeds, bags.....	10,558	6,266	5,044	4,077
Hay, tons.....	8,711	11,425	5,18	7,484
Flour, barrels.....	243,294	238,519	214,665	202,962

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1899	1898.	1899	1898.
Wheat, bushels.....	465,200	208,442	10,197	187,067
Corn, bushels.....	850,098	582,522	423,142	368,850
Oats, bushels.....	452,388	553,277	56,544	193,237
Barley, bushels.....	189,882	62,843	2,691	6,844
Rye and other cereals, bu.....	1,518	.....	598	.....
Hay, tons.....	6,411	7,104	332	3,370
Flour barrels.....	55,750	41,160	26,060	30,860

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899	1898.	1899	1898.
Wheat, bushels.....	255,168	361,758	116,414	282,248
Corn, bushels.....	398,366	618,149	148,182	167,025
Oats, bushels.....	293,746	128,574	6,501	4,987
Barley, bushels.....	34,115	187,248	.....	6,844
Rye, bushels.....	18,836	54,147	17,003	35,285
Hay, tons.....	10,300	30,000	8,600	16,600

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899	1898.	1899	1898.
Wheat, bushels.....	7,742,340	16,293,788	7,482,710	14,085,081
Corn, bushels.....	62,021	14,131	94,804	42,300
Oats, bushels.....	179,873	2,519	11,736	65,990
Barley, bushels.....	915,841	960,756	736,640	1,040,635
Rye, bushels.....	87,157	228,515	72,482	139,403
Flaxseed, bushels.....	1,913,252	1,57,605	2,745,921	1,833,230
Flour, barrels.....	490,330	521,735	7,273,35	895,970
Flour production, bbls.....	189,225	376,505	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1899	1898.	1899	1898.
Wheat, bushels.....	84,400	3,157,000	1,046,500	3,049,300
Corn, bushels.....	982,500	6,075,000	583,500	416,300
Oats, bushels.....	174,000	196,000	196,000	200,000
Barley, bushels.....	2,400	2,400	.....	1,600
Rye, bushels.....	10,400	92,650	1,300	39,000
Flaxseed, bushels.....	14,000	29,500	3,500	8,000
Hay, tons.....	12,000	9,580	3,530	4,400
Flour, barrels.....	.....	.....	38,500	59,600

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

Channel of Commerce.				
Articles.	1899.	1898.	1899.	1898.
Wheat, bushels.....	10,623,280	12,181,400	1,984,080	2,107,180
Corn, bushels.....	358,400	289,410	67,170	16,580
Oats, bushels.....	823,290	975,290		
Barley, bushels.....	50,605	296,950	34,330	91,940
Rye, bushels.....	68,600	157,020	42,900	135,500
Flaxseed, bushels.....	1,176,000	594,570	110,110	292,960
Hay, tons.....	2,164	2,128	67	60
Flour, barrels.....	21,438	12,177	1,175,589	1,525,458

ELEVATOR

GRAIN NEWS

ILLINOIS.

A large new elevator has been completed at La Fox, Ill.

Fleming & Smith are building an elevator at Osco, Ill.

Deppe & Beauchamp are building an elevator at Meredosia, Ill.

An elevator is being built at Lee, Ill., for Prestegard & Risetter.

Ed Moss has sold his elevator at Chrisman, Ill., to a Mr. Caraway.

G. S. Miller is now doing business in his new elevator at Monee, Ill.

The Turner-Hudnut Co. has a new elevator nearing completion at Henry, Ill.

John Kingsbury of Peoria has sold his grain elevator in Secor, Ill., to Wagner & Ellis.

John Freymann recently installed a new gasoline engine in his elevator at Dyersville, Ill.

Cooper Swigart has sold his elevator at Weldon, Ill., to the Middle Division Elevator Co.

G. D. Hill recently made some improvements in his elevator property at Grand Ridge, Ill.

Alva Gordy sold his elevator and residence at Fithian, Ill., and gave possession on December 1.

Dippold Bros., Edwardsville, Ill., were recent purchasers of a Smith Overhead Dump for their elevator.

H. A. Reed, who recently completed an elevator at Middle Grove, Ill., is reported as doing a good business.

The Smith-Hippen Co.'s elevator at Emden, Ill., has been improved recently and a gasoline engine installed.

Horner Bros., Olney, Ill., put one of Philip Smith's Overhead Dumps into their new elevator at Hume, Ill.

Forbes & Eversole have engaged in the grain and lumber business at Essex, Ill. They are completing a new elevator.

J. H. Williams has purchased the interest of his partner, J. H. Chamberlain, in the grain business at Farmer City, Ill.

Z. W. Graff is building a 15,000-bushel elevator at Fancy Prairie, Ill., to take the place of the one recently burned.

E. Wiswell of Rolfe, Ia., has purchased a half interest in the implement and grain business of H. C. Suttle at Beason, Ill.

Campbell Brotherton of Guthrie and H. W. McClure of Gibson City, Ill., are completing a 40,000-bushel elevator at Guthrie, Ill.

Henry Hannon, Ivesdale, Ill., recently purchased a 500-bushel Howe Ball-Bearing Hopper Scale of the Borden & Selleck Co., Chicago.

The elevator at McClure, Ill., has put in a stock of flour, hay and feed, which it will handle for the convenience of farmers trading there.

It is said that plans have been drawn for three new elevators at South Chicago, Ill., work on which will be commenced in the near future.

A marine leg with a capacity of about 10,000 bushels per hour has been erected at the northwest end of Central B Elevator at Chicago.

Noble Bros. and F. C. Bateman of Foosland, Ill., have purchased the elevator properties of M. O. Flanagan & Co. at Bellflower and Kumler.

Belden & Scott of Prairie Hall, Ill., have purchased Tyler & Co.'s grain elevator plant at Bethany, Ill., and Mr. Belden has moved his family there.

The Crescent Grain Co., Elwood, Ill., recently installed a Howe Ball-Bearing Hopper Scale, purchased of the Borden & Selleck Co., Chicago.

A. Ellis of Pana has purchased an interest in the Wagner Elevator at Deer Creek, Ill., and has moved there and taken charge of the business.

Sutherland & Schultz have put in a wagon scale at the old Duplex factory building, Lewistown, Ill., where T. A. Brown is buying grain for them.

Extensive improvements have been completed on Smith, Theiss & Co.'s elevator at Emden, Ill., which materially reduce the labor of loading cars, etc.

The copartnership doing a grain and milling business at Ottawa, Ill., under the name of the Illinois Valley Milling & Shipping Co. has been dissolved.

The milling business is being continued by C. A. Caton and C. W. Campbell.

Ingram & Deck have succeeded Ingram & French in the grain and live stock business at Bismarck, Ill., Z. Deck having purchased Geo. French's interest.

The Transfer Elevator & Grain Co., East St. Louis, Ill., has been incorporated with a capital of \$2,000 by Edw. H. Young, W. Rogers and W. W. Powell.

The Fiske-Bennett Elevator, the first elevator erected on the Calumet River at South Chicago, is being improved to the extent of \$15,000, principally in its power plant.

Mr. Rosenberger has bought the elevator of A. Seivert at Papineau, Ill. Mr. Seivert has been elected president of the local bank at St. Anne, Ill., and is out of the grain business.

The McReynolds Elevator Co., South Chicago, Ill., has recently been supplied with twelve 72,000-pound Howe Ball-Bearing Hopper Scales by the Borden & Selleck Co., Chicago.

Lockhart Bros. of Wellington, Ill., have bought the old Randolph Elevator at Martinton, Ill., and took possession December 1. There are three elevators at that town, all doing a good business.

The Barnard & Leas Mfg. Co. report the following recent sales in Illinois: Frost Mfg. Co., Galesburg, a No. 1 Victor Corn Sheller and No. 2 Cornwall Corn Cleaner; Armour Elevator Co., Chicago, two No. 98 Perfected Elevator Separators; W. P. Gore, Goreville, one No. 33 special separator, with pulleys, etc.

Bartlett, Frazier & Co. of Chicago have sold to the Richardson Co., same place, corn cribs along the Santa Fe tracks at Ormonde and Surrey, Ill., and a private telephone line between those points. W. B. Rickey of Cameron also sold to the Richardson Co. his grain scales, etc., at Ormonde and some shares in the Farmers' Elevator Co. at Cameron.

Through the Bloomington Pantagraph Mr. A. Whittaker of Padua, Ill., says: "It is a somewhat singular thing that the two towns of Padua and Ellsworth, which are but four miles apart, should each have a firm named Whittaker & Son, and each in the grain business, yet nowise related. Our letters, our shipments and our business gets mixed up sometimes in a most laughable way. The Ellsworth Whittakers are very nice people, and we each try to keep our affairs straight, but it is pretty hard work sometimes. I am about to change our firm's name to the Padua Grain Company just in order to keep ourselves and other people straight in the matter of names."

CENTRAL.

A new elevator is nearing completion at Adams, Ind.

John E. Leas & Co. recently purchased an elevator at Castine, Ohio.

Will Rinehart has placed a portable engine in his elevator at Delphi, Ind.

The grain elevator at New Lisbon, Ind., has been completed and started up.

Frank Phiscator of Baroda, Mich., talks of building an elevator at Eau Claire, Mich.

Butler, Ohio, is anticipating the building of an elevator there by Mt. Vernon parties.

The elevator at Silverwood, Mich., has added a feed mill for the accommodation of the farmers.

The elevator being built at New Baltimore, Mich., is expected to be ready for business by January 1.

F. N. Quale, Toledo, Ohio, is a recent purchaser of No. 2 Victor Corn Sheller and a No. 2 Cornwall Corn Cleaner.

Henning & King have just completed a large corn crib at their grain and hay establishment at Butler, Ind.

J. R. Barrett of Spring Valley will move to Wilmington, Ohio, and at once commence the erection of an elevator.

Williams & Son, Sandusky, Ind., have purchased a No. 34 Special Grain Separator from the Barnard & Leas Mfg. Co.

L. W. Mansfield of Sharon Chapel, Ohio, contemplates building an elevator at Southerton, on the C. L. & N. R. R.

The Semler Milling Co.'s new grain warehouse at Oxford, Ohio, is equipped with Philip Smith's Miami Valley Sheller, Feeder and Dump.

W. J. Bristol, of the firm of A. Webster & Co., Kalamazoo, Mich., visited the country around West Olive recently, where considerable rye is raised,

and it is stated that he contemplates the erection of an elevator there.

The new 10,000-bushel elevator at Lacarne, Ohio, was completed about December 1.

Beshour & Lowe, Burnett's Creek, Ind., have put a new equipment of machinery in their elevator.

Fred B. Fox has moved from Kearney, Neb., to Tipton, Ind., where, he informs us, he has purchased the elevator business of E. W. Phares.

Philip Smith has recently furnished his Overhead Dumps and Feeders to Bennett, Thompson & Co., Melvin, Ohio, and Semler Milling Co., Hamilton, Ohio.

A. W. Yerion has sold his grain elevator at Talbot, Ind., to King & Son of Boswell. He has purchased an elevator at Hedrick and moved to that place.

Coppess & Dohn have installed a complete warehouse outfit purchased of Philip Smith, including a Miami Valley Corn Sheller, Feeder and a Smith Overhead Dump.

W. H. Snyder of Carey has purchased the site of the Big Four Mill at Vanlue, Ohio, recently burned, and will at once erect a grain elevator and flour exchange.

Cruikshank Bros., Edison, Ohio, recently purchased of Philip Smith one of his Overhead Dumps, No. 2 Combined Miami Valley Sheller and Cleaner, shafting pulleys, etc.

The large new F. & P. M. Elevator at Ludington, Mich., was completed about the 20th of last month, or just four months from the time the old elevator was burned to the ground.

Mouck & Millikan's new elevator at New Lisbon, Ind., has been put in operation. It is furnished with two dumps, a corn sheller, etc., operated by a 25 horse power gasoline engine.

The McDonald Grain Co., Bay City, Mich., was incorporated recently with a capital of \$5,000. The incorporators are J. A. McDonald, J. N. McDonald, Annie McDonald and Caroline McDonald.

Philip Smith, Sidney, Ohio, recently furnished the Pee Pee Milling Co., Waverly, Ohio, a complete automatic elevator equipment, including a Miami Valley Sheller, Feeder and Overhead Dump.

Kinsey Bros. of North Manchester, Ind., recently placed their order for a Smith Overhead Dump, Smith Corn Feeder, No. 3 Miami Valley Corn Cleaner, 55-foot elevator stand, turn heads, etc.

J. B. Ross & Co. have just completed a 45,000-bushel elevator at Brookston, Ind., replacing the one burned last summer. The millwright work was done by C. S. Fuller of Lafavette, and the machinery was furnished by the Weller Mfg. Co., Chicago.

N. A. Strong has purchased the bean and grain business of I. N. Reynolds at Eaton Rapids, Mich. Mr. Reynolds is a veteran in the business, having purchased the first car of grain and the first car of wool shipped from Eaton Rapids on the M. C. R. R.

EASTERN.

J. M. Ray has opened a grain and grocery store at Surry, Maine.

Harry Sawyer has doubled the size of his grain store at Bath, Maine.

Josiah Place has installed a grinding mill in his grain store at Dighton, Mass.

R. H. Soule of South Windham, Me., will open a grain store at Biddeford, Me.

J. D. Carter has sold his grain business at North Pembroke, Mass., to James E. Otis.

C. C. Dosch is building a two-story brick feed mill and grain warehouse at Wrightsville, Pa.

V. L. Bates has withdrawn from the grain and coal firm of H. T. Hedges & Co. at Sag Harbor, N. Y.

A. Diefendorf of Chaumont, N. Y., has purchased the Conley Elevator and will use it for storing grain and hay.

The Atlantic Export Co., New York City, has been incorporated with a capital of \$50,000 to deal in grain, fruits, etc.

Hull & Burt, dealers in grain and coal at Hyannis, Mass., have dissolved partnership, Mr. Hull continuing the business.

D. W. Glasser has moved his grain and feed business at New Rochelle, N. Y., into brick building that affords him increased facilities.

Jesse Dyer, a retired business man of South Portland, Me., is going to fit up his mill at Knightville for a grain and hay establishment.

T. M. Millay has purchased land at Bowdoinham, Me., on which he will build in the near future a grain warehouse and grist mill. He expects to use

a 20-horse power gasoline engine for running the machinery.

John M. Clark, grain dealer at Webster, Mass., will sell his property and go to California.

Mathers Bros. have built a 20,000-bushel elevator in connection with their mill at Greenville, Pa.

The Columbian Grain Co., Waterville, N. Y., has been incorporated with a capital of \$3,000 by H. N. Wilcox, A. N. Thompson and J. A. Banneck.

C. B. Cummings & Sons of Norway, Maine, are putting up a building at South Paris which will be occupied by them as a grain and feed store.

Geo. W. Reynolds & Son of Waterville, Me., have added to their business the grain, hay and lumber business of J. S. Perkins & Co. at Chelsea, Mass.

Reynolds & Cramer will build a warehouse for the storage of grain and hay on the site of the Reynolds Elevator Co.'s property which was destroyed by fire some time ago.

The Sodus Bay Elevator Co., Sodus, N. Y., is to reopen its business after having been closed for a considerable time. The company is endeavoring to purchase sufficient land to secure the exclusive control of its docks and water front.

J. & T. Adikes are now occupying their new five-story elevator at Jamaica, L. I. The grain floor contains 11 bins, with a capacity of 30,000 bushels, while the bagging floor has capacity for 10,000 bushels more. The grain department of the building is 32x60 feet, five stories, while the grocery and seed department is 42x30 feet, four stories. There is a potato cellar under the entire building with a capacity for 20,000 bushels. The building is also provided with a feed grinding mill. All the machinery and labor saving appliances are operated by electricity. The plant has direct railroad connection and is one of the best of its kind in that section.

IOWA.

Sperry, Iowa, is to have a new elevator.

M. L. Smith has a new elevator at Elwell, Iowa.

Garrett Bros'. new elevator at Letts, Iowa, is completed.

The Trans-Mississippi Elevator at Ross, Iowa, was completed recently.

A feed grinding outfit has been put in the St. P. & K. O. Elevator at Lester, Iowa.

The Gwynn Elevator at Norwich, Iowa, has been raised and a brick foundation put in.

Work is in progress on the American Cereal Co.'s new Elevator D at Cedar Rapids, Iowa.

E. S. Yiesley has made improvements to his elevator at Carroll, Iowa, and built an office.

George Gray is tearing down his old elevator near the Northwestern depot at Audubon, Iowa.

H. G. Dutton has succeeded Wm. W. Dunham in the grain and hardware business at Wyman, Iowa.

The Trans-Mississippi Grain Co.'s new elevator at Audubon, Iowa, was completed a couple of weeks ago.

Geo. Wernli has purchased the Curtis Elevator at Le Mars, Iowa, and engaged in the grain business.

An elevator is being completed at Moorhead, Iowa, by the Nye & Schneider Elevator Co. of Fremont, Neb.

J. A. Winkel & Co. is the name of the firm succeeding J. A. Winkel in the grain business at Bancroft, Iowa.

The Albros & Isham Elevator at Huntington, Iowa, has been completed and Will Davis is in charge of same.

The Unsicker Grain Co.'s elevator at Butler, Iowa, is being improved by putting in a new scale and building an office.

An elevator is to be built at Harlan, Iowa, on the C. & N. W. tracks. It will be the third elevator in that town.

The Northern Grain Co., Des Moines, Iowa, has purchased a No. 1 Victor Corn Sheller and a No. 1 Cornwall Corn Cleaner.

The Barnard & Leas Mfg. Co. has supplied the C., R. I. & P. Ry. Co. at Griswold, Iowa, with a No. 2 Victor Corn Sheller.

W. S. Otto has been paid the \$5,000 insurance for his elevator at Wapello, Iowa, which was burned on October 20. He will rebuild in the spring.

The American Cereal Co.'s Elevator C at Cedar Rapids, Iowa, is now nearly completed, and work will soon be begun on Elevator D. When this is completed the company will have storage capacity at Cedar Rapids for 2,500,000 bushels of grain. A part of the plant just completed and which is not

easily overlooked is a smokestack 153 feet tall, the foundation of which is built up from the natural bed rock.

The Northwestern Grain Co.'s newly completed elevator at Dyersville, Iowa, was recently inspected by General Manager Lee and Secretary Reed of Mason City.

J. S. Smedberg is again conducting the Farmers' Elevator at Lake Mills, Iowa. Mr. Smedberg organized this business among the business men of that place last winter.

The Neola Elevator Co. of Chicago, has purchased W. L. Holden's lumber yard at Haynesville, Iowa, and added it to their elevator business there in charge of J. M. Duree.

The Union Elevator Co., Council Bluffs, Iowa, has filed an amendment to its articles of incorporation extending the term of its corporate existence for 20 years from Jan. 1, 1900.

THE DAKOTAS.

Aneta, N. D., has a new 10,000-bushel elevator.

A. H. Betts is building a 20,000-bushel elevator at Fulton, S. D.

Cooperstown, N. D., has another new elevator just completed.

Among the many new improvements at Jessie, N. D., are three elevators.

Thomas Doughty has completed his 20,000-bushel elevator at Melville, N. D.

Hon. M. N. Johnson has built a warehouse at Petersburg, N. D., and will buy grain.

The Farmers' Elevator at Irene, S. D., having a capacity of 25,000 bushels, was opened for business last month.

Gen. W. D. Washburn has completed a 55,000-bushel elevator at Wilton, one of the new towns on the line of railroad being built northwest from Bismarck, N. D.

N. P. Rasmussen, who lost his elevator at Dazey, N. D., by fire, will use the engine, which escaped the fire, for operating a feed mill this winter. He will rebuild his elevator next summer.

The St. Anthony & Dakota Elevator Co. has completed a 30,000-bushel addition to its elevator at Niagara, N. D. Geo. H. Treichler is local agent. A large business in wheat and flax has been done there this fall.

Two grain warehouses have been built at Scalp Creek Landing, Gregory County, South Dakota, in which grain will be stored during the winter. Shipment will be made in the spring by steamer on the Missouri River.

SOUTHERN.

Alva, Okla., has two new elevators.

Eight firms are said to be buying wheat at Garber, Okla.

The Terrill Milling Co. is rebuilding its elevator at Terrill, Texas.

Horne & Goans have completed their grain warehouse at Loudon, Tenn.

An elevator will be built at Lake Mary, Fla., by the Planters' Grain & Elevator Co.

The Binyon Storage & Elevator Co., Waco, Tex., has been incorporated with a capital stock of \$50,000.

The Itasca Roller Mill & Elevator Co., Itasca, Texas, has been incorporated with a capital stock of \$10,000.

A million-bushel elevator is still being talked of as a possibility of the near future for Port Arthur, Tex.

W. T. Havard of Hennessey is putting up a grain warehouse at the new town of Garber, Okla., where J. E. Osborn will buy grain for him.

The mill and elevator plant of the Model Mill Co., Nashville, Tenn., was bought in at auction sale on December 6 by J. Horton Fall, trustee, for \$36,000. It will probably be put in operation soon.

W. N. Lemon and Chas. H. Billmyer of Shepherdstown, W. Va., recently bought S. L. Williams' elevator at Shenandoah Junction. It was destroyed by fire almost immediately thereafter. They expect to rebuild at once.

Womack & Sturges, Taylor, Texas, are said to be running their elevator full time and handling large quantities of corn, while Bland, Robertson & Co. are shucking and shelling 2,500 bushels of corn daily by steam power.

H. K. Holman, a grain and cotton buyer at Fayetteville, Tenn., is building a warehouse, 70x120 feet. It will be covered with sheet iron and roofed with asbestos. H. K. Bryson, another buyer, will

erect a warehouse 84x134 feet. Sidetracks will be built to both these warehouses.

The Southern Grain Co., Chattanooga, Tenn., has been incorporated with a capital stock of \$5,000, by F. F. Wallace, J. B. Whitehead and others.

Work on the large Orthwein Elevator at Fort Worth, Texas, is now well under way. Three switches are being built, with a capacity of 200 cars.

The Nashville Steel Elevator & Storage Co. expect to have their new 300,000-bushel elevator at West Nashville, Tenn., completed by January 1. L. D. McKee will arrive in Nashville about that time to take the general management of the business.

WISCONSIN AND MINNESOTA.

Peter Christensen will buy grain at Corning, Wis.

The new elevator at Scott, Minn., has been completed.

Chas. Riebe's new elevator at Renville, Minn., is just completed.

A new grain warehouse is nearing completion at Askeaton, Wis.

S. R. Cross has put in a scale and is buying grain at Kiester, Minn.

O. M. Rowley recently completed an up-to-date elevator at Wyoff, Minn.

The Minnesota Elevator Co. has built an addition to its house at Tracy, Minn.

The L. Christianson Grain Co. has purchased Samuel Bowler's grain elevator at Belle Plaine, Minn.

Louis J. Rens is the successful manager of the H. E. McEachron Co.'s branch warehouse at Oconto, Wis.

An elevator company is being organized at Boyd, Minn., to be known as the Farmers' & Merchants' Elevator Co.

W. F. Holst and Thos. Tedford have purchased the grain and machinery business of Beck & Remmels at Brainerd, Minn.

Elevators are being built at Jeffers, Minn., by the Peavey Elevator Co. and the American Grain Co., both of Minneapolis.

Elevators in the new railroad towns of Wanda, Wabassa, Okawa and Vesta, Minn., began taking in grain about December 1.

H. E. McEachron & Co.'s new elevator at Wausau, Wis., of about 50,000 bushels' capacity, is now completed and in operation.

Tennant & Davidson have purchased the old Wold Elevator at Cannon Falls, Minn., and will use it to store wheat for the local mills.

The Minnesota Elevator Co. at Winona has had a Chicago-Minneapolis wire run directly through their office, where they now have an operator.

The Farmer Seed Co., Faribault, Minn., has purchased a building across the street from its plant, which will be fitted up for warehouse purposes.

John Bueger & Co. of Milwaukee have purchased Sontag & Co.'s half interest in the grain elevator located in the Milwaukee freight yards at Winona, Minn.

Fredine & Lawrence have sold their elevator at Maynard, Minn., to H. L. Helgeson. Arthur Helgeson is acting as manager and Geo. Lawrence as buyer.

The Northern Grain Co. are building a 50,000-bushel elevator on the South Side at Manitowoc, Wis., to handle the grain brought in by farmers. It will be operated under the management of Hall Bros.

The Barnard & Leas Mfg. Co. recently sold to the Milwaukee Elevator Co. at Milwaukee two No. 60 Barnard Cyclone Barley Separators. Also to E. C. Ordway, Hartland, Wis., a No. 34 Special Grain Separator.

The contract for furnishing the windows for the Great Northern's new steel elevator at West Superior, Wis., has been let to a local firm. It calls for over 1,000 windows, or 10,000 panes of glass 12x14 inches each.

J. A. Engelhart of Redwood Falls, Minn., is building an elevator at Beaver Falls on the right-of-way of the Gulf & Manitoba Railroad. He will construct it so that it can be enlarged later on to 35,000 bushels' capacity.

The Minnesota Elevator Co.'s elevator at the new town of Wabassa, Minn., was completed ahead of Bingham Bros'. house, and the result was that the agent of the former house was deluged with grain which the farmers had been holding for the opening of this market on the new railroad. He was kept working far into the night, ran out of funds and

could only issue elevator checks in settlement for the grain received.

John Legler of Brodhead, Wis., has recently installed in his grain warehouse a 12-horse power gasoline engine, dump scale, bucket elevators and corn sheller.

H. J. O'Neill's 166 shares of stock in the National Elevator Co. and 154 shares in the Marfield Elevator Co. were sold in Winona recently at sheriff's sale to the H. J. O'Neill Grain Co.

The Duluth-Superior Elevator & Warehouse Co., which was organized sometime ago to control the elevators and warehouses of the United States Flour Milling Co., has relinquished control of all elevators except that at the Imperial Mill, Duluth.

MISSOURI, KANSAS AND NEBRASKA.

Fred Bahr is buying grain at Alvo, Neb.

The Heller Elevator at Dixon, Mo., is completed.

The new elevator at Grantville, Kan., is completed.

The new elevator at Winchester, Kan., is about completed.

William Murray has built a small dump elevator at Plattsmouth, Neb.

An addition to the Rodgers Elevator at Beloit, Kan., is about completed.

J. H. Cavanaugh is building an 8,000-bushel elevator at Effingham, Kan.

Kopp & Co. have just completed their new elevator at Burlington, Kan.

The old Union Pacific Elevator at Albion, Neb., has been thoroughly repaired.

The Updike Grain Co. has started work on a new elevator at Battle Creek, Neb.

J. P. Gibbons & Co.'s elevator at Kearney, Neb., was opened for business last month.

L. H. Hammett has installed a gasoline engine in his Daisy Elevator, Marysville, Kan.

A grain elevator has just been built at Boyle, Kan., by a Kansas City grain company.

The Monroe Grain Co., Monroe, Neb., has commenced work on a 15,000-bushel elevator.

Ed. Loosbroek of Petersburg, Neb., has had his new elevator in operation about a month.

A. P. Ely & Co. of Omaha, Neb., have installed a No. 1 Little Victor Corn Sheller and Cleaner.

Moore & Vanderslice are putting in a wagon scale at Robinson, Kan., where they will buy grain.

J. R. Reddick has bought a building at Bethany, Neb., and will convert it into a grain elevator.

The new 15,000-bushel elevator at Belvue, Kan., is now in operation with S. C. Fitzhugh in charge.

The Omaha Elevator Co. is building a crib 200 feet long in connection with its new elevator at Fremont, Neb.

It is reported that eight more elevators are to be built along the line of the Leavenworth, Kansas & Western Railroad.

Seeley, Son & Co., Fremont, Neb., were recent purchasers of a No. 0 Victor Corn Sheller and a No. 0 Cornwall Corn Cleaner.

The first elevator at Scottsville, Kan., is being put up by W. T. Daniels. It will be a thoroughly modern house of 10,000 bushels' capacity.

A grain elevator has been built on the Knollin Ranch, one-half mile from Columbus, Neb., where 31,000 sheep are in winter quarters.

Chas. Gorvin, W. L. Jacobs and Wm. England have purchased the elevator and grain business of E. Blanpied & Sons at Burrton, Kan.

The Barnard & Leas Mfg. Co. report the sale of a No. 2 Victor Corn Sheller and a No. 2 Cornwall Corn Cleaner to M. J. Travis, Atchison, Kan.

The fifth grain elevator for Clyde, Kan., is being completed by Chas. F. Orthwein's Sons of Kansas City. The Rock Island has built a side track to it.

The T. W. Smith Grain Co., Fairfield, Neb., has been incorporated to buy and sell grain, lumber, coal, etc. Capital, \$7,000. T. W. Smith and W. M. Bruce are the incorporators.

The Kansas and Oklahoma Grain and Elevator Company of Kansas City, Mo., has been incorporated with a capital stock of \$25,000. The incorporators named are C. C. Orthwein, W. J. Orthwein, C. O. Schultz and A. H. Green.

The Herald of Oketo, Neb., says: "One advantage our grain buyers have, they don't have to have any expensive power to elevate their grain. Two of the grain houses are so located that the grain moves down hill from the time it is weighed until

it reaches the car, while the third is operated by a cable from the water power at the mill, to which it is connected."

The Barnard & Leas Mfg. Co. have sold to F. H. Peavey & Co. a No. 1 Victor Corn Sheller and a No. 1 Cornwall Corn Cleaner for each of their elevators located at the following points in Kansas: Boyle, Half Mound, Larkin, Onaga and Fostoria.

The Harroun Elevator Co. of St. Joseph, Mo., sent out to their friends invitations, printed in the latest approved style, to attend the opening of their large new elevator in Elwood, Kan., on November 25. A special train was provided to convey the party from St. Joseph to the elevator.

The Omaha Elevator Co.'s house at Fremont, Neb., is completed. It is 28x31 feet, with a driveway at the side. It contains 11 bins, with a capacity of 20,000 bushels. There is in addition, a brick house, 14x24 feet, for the office, engine and scales. Henry Huckfeldt is the local manager.

WESTERN.

The grain firm of Betts & McDonald, Berkeley, Cal., has been dissolved.

The Galbraith Grain Co. will erect a small elevator on its dock at Seattle, Wash.

F. Barman has built a grain warehouse in connection with his mercantile establishment at Colville, Wash.

The Indian Valley Stock Farm, San Jose, Cal., has been incorporated to deal in farming lands and grain. Capital stock, \$25,000.

A. M. Humphrey & Co., grain buyers at Salem, Ore., have recently put in an oat clipper, also a set of 36-inch stones for grinding all kinds of feed.

The 80,000-bushel elevator building of the Colorado Milling & Elevator Co. at Windsor, Colo., is completed and the machinery is being placed.

Cecil H. Bacon has become a member of the Galbraith Grain Co., Seattle, Wash., thus increasing the capital of the concern one-third. They will install a hay press, feed grinder, etc.

The Peerless Flouring Mill, about to be erected at Seattle, Wash., is to employ the steel tank pneumatic storage system as manufactured by the Steel Storage & Elevator Construction Co. of Buffalo, N. Y.

CANADA.

Bullock & Son will enlarge their elevator and warehouse at Melita, Man.

The Northern Pacific Railway Co. will erect an elevator at Beaver Creek, Man.

An elevator has been built at Purves, Man., on the Snowflake branch of the C. P. Ry.

The first shipment through the new elevator at Halifax consisted of 8,000 bushels of peas.

Michael Turnbull has withdrawn from the elevator firm of Leitch & Turnbull, Hamilton, Ont.

Gainer & Ritchie have opened a grain and produce business at Edmonton, in charge of W. Armstrong.

The Winnipeg Elevator Co. proposes to erect an elevator at Minnola and another at Carlingville, Manitoba.

Meaford, Ont., proposes to grant a bonus of \$25,000 to an elevator company who will erect a million-bushel elevator there.

Hedderly & Co. have built an addition to their elevator at Dauphin, Man., in which they have installed a feed chopping outfit.

H. S. Paterson, a grain merchant of Winnipeg, made an assignment recently to John Telfer of Macdonald, Man., for the benefit of his creditors.

It is reported that the Montreal Transportation Co. is in need of increased elevator facilities and may purchase the Mooers Elevator at Kingston, Ont.

A 25,000-bushel elevator has been built at Snowflake, Manitoba, by the Winnipeg Elevator Co. This is a new town just across the line from Hannah, N. D., and promises to be a lively business point.

CORN SHRINKING EXPERIMENT.

A corn shrinking experiment which was made last fall at the Iowa Experiment Station, which will be read with interest by all corn growers and dealers:

Seven thousand pounds of corn were husked and stored in the crib October 19, 1898. The crib was 13½ feet long, by 7½ feet wide, thus making the conditions normal for corn storage. After storing the corn was weighed once a week for a year. These weights show some variation due to weather conditions, which, in all probability, affected the

crib more than the corn, but in periods of three months this variation was so slight that the following data may be considered the normal shrinkage of the corn:

During the first three months, or from October 19 to January 19, the loss was 630 pounds, or 9 per cent of the original weight. From January 19 to April 19, the loss was 390 pounds, or 5 4-7 per cent of the first weight. During the next three months the loss was 220 pounds, or three per cent of the original weight. During the last three months, that is, from July till October, the loss was 190 pounds, or two and five-sevenths per cent of the original weight.

The loss during the whole period was 1,430 pounds, or a trifle more than 20 per cent. This means that a bushel of corn weighing 80 pounds in a condition similar to this will weigh 64 pounds at the end of a year, or if calculated to weigh 75 pounds at time of storing will weigh 60 pounds after having been stored for one year. At time of storing the crop contained 28 per cent moisture.

PERSONAL

Ol. O. Sjoldal has moved from Lake Park to Duluth, Minn.

Louis Thoele of Morris, Minn., has taken charge of the new elevator at Wheeler, as buyer.

B. H. Moore, of the Moore Grain & Elevator Co., St. Louis, was married early this month.

The grain committee of the Board of Trade, Louisville, Ky., has appointed O. D. Coldewey as grain weigher.

Mat Webersch of Remsen has taken a position as manager of the new elevator at Oyens, Plymouth Co., Iowa.

J. J. Daley of Chicago recently made a tour of inspection of the Middle Division Elevator Co.'s line of elevators.

R. H. Nichol, the well-known St. Louis grain dealer, is now in Arizona seeking relief from severe lung trouble.

J. A. Spies, a successful grain, lumber and coal dealer of Graettinger, Ia., has taken his family to Europe to spend the winter.

D. M. Ferry, the millionaire seed man of Detroit, is very much in favor as a possible candidate for governor on the Republican ticket.

J. C. Chisholm, of the Central Granaries Co., has returned to Kansas City after spending some time in Colorado for the benefit of his health.

The wedding of John Albert Todd, of the grain firm of Kenkel, Todd & Bettingen, and Miss True Elizabeth Roberts, occurred at Duluth, Minn., on November 29.

Jacob Erdahl, who recently tendered his resignation as agent of the Peavey Elevator Co. at Boyd, Minn., has been retained in that position at an advanced salary.

The engagement of E. B. White of Baltimore to Miss L. B. Harrison of Leesburg, Va., is announced. Mr. White is well known in grain circles at St. Louis and Baltimore.

H. Weyman, a Minneapolis grain man, met with an accident, while riding on his bicycle recently, which rendered him unconscious for a time and bruised him up badly.

Miles Mulroy, who was a deputy state grain inspector under the Leedy administration of Kansas, is now publishing the Ellis County News, a Populist paper at Hays City, Kan.

J. E. McClintock of Aurelia, Iowa, who until recently was traveling for Eschenburg & Dalton, Chicago, was elected treasurer of Cherokee County at the recent fall election, by 323 majority, on the Democratic ticket.

Peter Staley, one of the popular grain dealers of Champaign, Ill., was bitten by a mad dog at Champaign, recently, and was in Chicago during the latter part of November, taking the Pasteur treatment. He returned to his home fully recovered.

B. G. Assan, the Rumanian government representative at the recent international commercial congress at Philadelphia, visited Minneapolis recently, where he is said to have tried to secure 30,000 bushels of flaxseed for immediate shipment, but was unable to secure it.

Col. and Mrs. Geo. M. Moulton were visited on Thanksgiving Day by the members of the Colonel's old regiment of the Spanish-American war. A gold medal was presented to Mrs. Moulton for her services to the boys when in camp in the South and in Cuba. Colonel Moulton was presented with a set of complimentary resolutions, and the afternoon was spent in a reunion. Mr. Moulton is of the Moulton-Starrett Co., Chicago, elevator contractors.

CROP REPORTS

Both Oregon and California will have a large wheat acreage. The weather has been warm and the growth has been unusually good.

There has been a slight increase in the wheat acreage in Indian Territory this year, and it is expected that next season will see a banner crop.

The weather in Missouri was exceptionally favorable for winter wheat during the first part of December, and the crop is generally in excellent condition.

The acreage of wheat in Tennessee is one-third larger than usual, and it is growing rapidly. Corn is all gathered and the crop was shorter than at first expected.

A larger acreage of winter wheat than usual was sown in Washington, and the condition is fine. It is estimated that 40 per cent of this year's crop has been sold by farmers.

M. Duffy of Swanington, Ind., reports that corn is about all gathered in Benton County. It is of good quality, but the yield is not as large as anticipated. Corn is cribbed and farmers are slow to sell on account of money being plenty; they think also that corn will be higher.

The condition of Oklahoma's wheat crop the first part of December was such as to indicate an unusually large yield next season. It is said that Oklahoma never had a more flattering prospect for wheat and the acreage this year is fully as large as that of any previous year.

The weather has been very favorable for the growth of wheat in Indiana. Late sown has been much improved by the rains and warm weather. In nearly all parts of the state wheat is in good condition for wintering. The Hessian fly is at work, however, and is injuring the plant in very many fields throughout the state.

The flaxseed crop this year is estimated at 29,086,000 bushels, against 17,217,000 bushels in 1898, and 10,891,000 bushels in 1897. Minnesota is expected to yield 5,462,000 bushels, North Dakota 5,044,000 bushels, South Dakota 4,320,000 bushels, Iowa 2,475,000 bushels, Kansas 1,496,000 bushels and Missouri and Nebraska 760,000 bushels. The acreage was 1,679,000 and the average yield 12 bushels per acre.

In Ohio wheat entered December in good condition in the extreme northwestern counties and in much of the northern half of the state. The Hessian fly was active in the early sown in most of the central and southern counties and the crop was in poor condition in many fields, particularly in the southeastern part of the state. The total corn crop for 1899 is estimated at 106,462,757 bushels, an average of 36 bushels per acre.

According to the Illinois Crop Bulletin, winter wheat in the central and southern districts of the state was in splendid condition December 1. There was very little damage from fly. In the northern district little was sown and this was generally in good condition. Corn husking and cribbing was generally well along and results were generally satisfactory, although there was a small amount of light and soft corn. About one-fourth was still to crib.

All through the Kansas wheat belt the reports are unanimous that the crop never looked better. The crop bulletin of the Kansas Board of Agriculture for the present year, issued December 5, shows final returns of the state's agricultural products as follows: The winter wheat yield amounts to 42,815,471 bushels. The yield of corn is 225,183,432 bushels. Excepting that of 1899 (273,888,321 bushels), this is the largest corn crop the state has yet produced and exceeds in value any preceding crop by \$1,134,627. The combined home value of the three grains—wheat, corn and oats—is \$80,888,622, or a total increase over the 1898 value of the same crops of \$13,384,621.

Statistician Snow of the Orange Judd Farmer in his final estimate of the total yield of the corn crop for the past season gives the average for the whole country at 26.4 bushels per acre, against 23.2 last year. This makes the total crop, on the basis of an area of 83,677,000 acres, 2,207,473,000 bushels. The estimate of the crop of 1898, at the corresponding date last year, was 1,868,000,000 bushels. For Iowa, Mr. Snow's estimate is an average yield of 35.5 bushels per acre, and this, on the basis of an area of 8,610,000 acres, would give Iowa a total yield of 305,655,000 bushels. According to Mr. Snow's figures Iowa leads all the surplus corn states in acreage and in the total yield. The other leading corn producing states are credited with totals as follows: Illinois, 282,924,000 bushels; Kansas, 236,334,000 bushels; Nebraska, 211,737,000 bushels; Missouri, 179,010,000 bushels; Indiana, 142,454,000 bushels. The rye and barley

crops of Iowa are comparatively small this year, being 2,171,000 bushels of rye and 16,408,000 bushels of barley.

THE COMMERCIAL CONFERENCE

The Conference of National Commercial Organizations, called by the Millers' National Association to meet at the Auditorium, Chicago, on November 22, was a grand success, and will assuredly yield important results. Twelve national organizations were represented by delegates. These included the Millers' National Association, National Business League, National Board of Trade, National Association of Manufacturers, National Transportation Association, National Live Stock Exchange, United States Brewers' Association, Carriage Builders' National Association, Vapor Stove Manufacturers' National Association, Heavy Hardware Jobbers' Association, National Hay Association, Chicago Freight Bureau, Cincinnati Freight Bureau. Letters also were read at the Conference from ten or twelve other organizations of similar character, regretting that no delegates had been sent, but expressing a willingness to conform to any action taken by the Conference and to actively assist in the work proposed. These bodies represented as a whole more invested capital than is invested in railroads.

On being called to order by Secretary Barry of the Millers' National Association, to whose initiative the Conference was due, Mr. E. P. Bacon of Milwaukee was chosen chairman and Mr. Barry secretary. In announcing the objects of the Conference Mr. Barry said, in part:

The manufacturing industry represented by the Millers' National Association has probably suffered as severely through the discrimination in transportation rates as any other prominent business interest of the country. Appreciating the impotence of the existing national act to regulate commerce, and feeling the absolute necessity of strengthening the law so that we may have a remedy for the evils from which we have suffered, this Association proceeded to demonstrate before the Interstate Commerce Commission the conditions which obtain, imposing injustice and hardship upon us, through several hearings held during May, June, July and August of the present year at New York, Chicago, St. Louis and Washington. Our expectation in so doing was not so much to obtain relief at the hands of the Commission as it was to secure testimony of record in regard to conditions made possible under the law as it now reads, so that we might thereby demonstrate to the United States Congress the imperative need of amendment of the law. We have thus secured valuable data. The next step was to prepare the desired amendment and provide for its introduction into the coming session of Congress. This we have done.

I presume that we are all agreed that the so-called act to regulate commerce, approved February 4, 1887, and subsequently amended in various features, is unsatisfactory in the extreme to both the shipper and the carrier; that it does not and cannot in its present form accomplish that which was contemplated originally, and that there is a very general and strong desire for its cure. I believe we will all be agreed that this law should be amended at once by Congress, so that we may enjoy the results before further damage may come to the business interests of the country through the present inefficient act.

We have prepared a draft of a bill to present to Congress covering only such points as we have been led to think will meet with general approval. I will say that it received the approval of the Interstate Commerce Commission and its features will be recommended in the Commission's next report to Congress.

The Conference then proceeded to take up item by item the amendments proposed to the Interstate Commerce Law, all of which were discussed at length and separately and collectively approved by Commissioner Prouty, who was present. A synopsis of these amendments is somewhat as follows:

Section 4 prohibits the making of a greater charge for a short haul than a long haul under similar conditions and circumstances. The Commission held that water competition created dissimilar circumstances and conditions. The Supreme Court, however, held that competition between railways or markets might be a cause producing the same effect. Hence, it is claimed the latter decree—as the greater charge for the shorter haul is never made except by reason of competition—virtually nullified the section. The present draft attempts to bring the statute into conformity with the interpretation previously put upon it by the Commission.

Section 6 is not materially altered, but renders certain some things which are said to be doubtful, as follows:

(a) The publication of export and import tariffs and of all terminal facilities, like storage, is explicitly required.

(b) The time within which tariffs may be changed is made 60 days, though the Commission is allowed some latitude in modifying this requirement.

(c) A new section is added providing for a uniform classification of the kinds of freight.

Section 10. This, the criminal section, is altered in the following particulars: (a) The corporation itself, as well as the individual, is made liable. (b) The imprisonment feature of the present law is eliminated.

(c) The shipper is not made liable except in cases where he has been guilty of actual fraud, like false billing. (d) The attempt or offer is made punishable.

(e) The indictment and proof are simplified.

Section 13. The railroads are allowed to become complainant.

Sections 15 and 16 are amended so that the Com-

mission may enforce its orders. Under the present law it can only suggest but not enforce obedience to its ruling. Every order, it is proposed, shall be made subject to final review by the Supreme Court of the United States.

Section 20. A penalty is imposed on carriers if they do not return their annual reports at a fixed time. The Commission is empowered to prescribe the form in which accounts of the carriers shall be kept, and to inspect the same as in the case of national banks.

A new section provides for a national uniform classification to be made by the Commission.

The draft of amendments having been adopted as a whole, as well as in parts, the following resolutions were read by Augustine Gallagher of St. Louis, chairman of the committee on resolutions, and adopted:

Whereas, The revision of the Interstate Commerce Act is one of the most pressing duties of the incoming Congress; and,

Whereas, We believe that the long delay, so damaging to all classes of business, in passing a bill for that purpose is due, principally, to the fact that there has been no specific or authoritative expression of the wants of the different interests affected; and,

Whereas, We, the representatives of national industrial and commercial organizations, embracing shippers of all classes, in conference assembled, have had under consideration a bill to amend the Act to Regulate Commerce, which was prepared by the Interstate Commerce Commission, and after careful and deliberate discussion of all its provisions, have agreed that the enactment of this bill will go far toward relieving the commercial situation by strengthening the Commission and making clear the duties and obligations of carriers and shippers alike; therefore,

Resolved, First. That we approve said bill and earnestly request its passage by Congress.

Second. That a copy of said bill, together with a copy of these resolutions, be sent by the secretary of this Conference to the president of each national industrial and commercial organization in the United States, with the request that such organization send at once its approval of said bill to the Interstate Commerce Committee of the Senate and the Commerce Committee of the House, and urge early action on the same by said committees.

Third. That each of said organizations be requested to appoint representatives, well informed upon the subjects embraced in such measure, to appear before congressional committees when requested by the executive committee of this Conference.

Fourth. That this Conference appoint an executive committee of five or more gentlemen, who will agree to spend in Washington the time necessary to carry out the work approved by this Conference.

The Conference then authorized the chairman to appoint the executive committee called for by the resolutions. He at once appointed Frank Barry, E. P. Wilson of the National Association of Manufacturers, Augustine Gallagher and John W. Eila of Chicago, leaving one vacancy, which will be filled later.

Recognizing the desirability of having a permanent organization composed of the bodies sending delegates to and sympathizing with this Conference, on motion of Mr. Gallagher, this organization was made permanent, as the Industrial Commercial Congress, with E. P. Bacon as president and Frank Barry as secretary. These gentlemen are expected to prepare a form of organization to be submitted to a later meeting of the Congress.

Before adjourning Commissioner Prouty, being called on for suggestions, reminded the delegates that this bill would not carry itself through Congress, and he suggested that appeals be made directly to the individual congressmen by individuals in their own districts, as likely to make the keenest impression on congressmen at their most vulnerable point of attack.

Secretary Barry said the Millers' National Association would be in Washington to stay until the bill was finally acted upon, and that he as its secretary proposed to keep all national industrial and commercial organizations fully posted as to progress made, and to make suggestions to them from time to time as might be needed to obtain their intelligent co-operation.

The Conference then adjourned sine die.

The closing of the head of the lakes mills has created a scarcity of screenings at the sheep feeding yards of St. Paul. On December 7 only about 350 tons were available there.

The Maine "Feeding Stuff" Law, which was enacted in 1897, has since been imitated by Vermont (1898), New York, Rhode Island and Connecticut (1899). The law not only furnishes the cattle feeder protection against adulterated and low grade feeds, but it enables him to select such foods as are rich in the nutrients he wishes to use. The tags on the feeds in the markets show their composition, and by applying the price the feeder is enabled to decide whether the protein is cheaper in the cottonseed meal, linseed meal, gluten meal or feed flour, and he purchases accordingly. "This one feature of the law alone, if it gave no protection whatever, would be worth to the farmer far more than it all costs him," says Turf, Farm and Home, "for a knowledge of the composition of the foods he buys, at the time he buys, enables him to buy and feed understandingly without being subjected to the trouble and expense of analyzing every lot of feed he purchases."



Fred Krum is again engaged in the hay business at Auburn, Ind.

Grant Hicks has moved from Prairie City to Brazil, Ind., and engaged in the hay business.

C. B. Sawin & Son, Southboro, Mass., have put up a 30x40 foot addition for the storage of grain and hay.

A. S. Case's hay press and implement warehouse at Three Bridges, N. Y., was burned on the night of November 27.

The stock in M. Gunther's hay and feed store at 321 West Pearl Street, Indianapolis, was considerably damaged by fire on November 28.

Lilly, Bogardus & Co. of Seattle, Wash., are about to put in two Lowry Hay Compressors. This will give them a great advantage in competing for export trade.

F. H. Richardson & Co. of Fairgrove, Mich., have built in connection with their elevator a 250-ton hay barn, which is covered with steel roofing and siding.

A car of hay was received at Houston, Tex., recently which contained 647 bales, weighing over 40,000 pounds. This is said to be the largest car of hay ever unloaded there.

Walter A. Alsdorf has become a partner in the hay and live stock business with his father and Lew Pearson, at Utica, Ohio. The concern is now known as the Alsdorf-Pearson Co.

The firm of Sampson & Weymouth, Bangor, Me., have been keeping three presses busy this fall, and it is reported that they anticipate doing a larger business in hay this year than ever before.

Reports from San Diego and Los Angeles, Cal., state that the recent rains have strengthened and steadied the price of hay, owing to considerable hay being damaged, and the farmers being too busy putting in new crops, to haul to market what is left.

Canadian dealers think that the small cargo of Canadian hay shipped to South Africa, by way of Boston, is only a beginning of the shipments which will be made to that country, and that prices, which are already from 50 cents to \$1 better, will continue to improve.

It is reported that the Planters' Compress Co. of Boston will put up a hay baling establishment at Houston, Tex., using five of the Lowry machines. These machines, according to all reports, are proving very successful. The green hay is pressed into very compact bales and keeps perfectly for months.

Last month the British Government let contracts to the following parties for Canadian hay for use in South Africa: G. W. McCullough, Ottawa; A. G. McBean & Co., Joseph Ward & Co., Montreal; A. Poirier, St. Hilaire; each 200 tons; J. A. McRae, Alexandria, 300 tons; W. C. Bloomingdale, Boston, Mass., 2,000 tons, or a total of 3,100 tons.

The proposed change in classification of freight rates on hay and straw, effective January 1, is meeting with a vigorous protest on the part of dealers all over the country. The National Hay Association is particularly active in this work. The only relief in sight is a possible reconsideration of the matter on the part of the railroads, through their classification committee.

The report of the Secretary of Agriculture says that while the severe weather of last winter killed off probably half the alfalfa of Western Kansas, Nebraska, Colorado and Wyoming, Turkestan alfalfa was not affected. It also withstands the drouth equally well. The secretary thinks, from results already secured, that the general cultivation of this variety would add millions of dollars to the value of the annual hay product of the United States.

Secretary F. F. Collins of Cincinnati has sent out the printed report of the sixth annual meeting of the National Hay Association, which was held at Detroit in August last. The cover bears a representation of the convention badge, rabbit's foot and all. The pamphlet consists of 122 pages and besides containing nearly all the good things said at the convention, contains a list of members,

the constitution and by-laws, official grades of hay and straw, etc.

The firm of Scott & Bridge, Boston, Mass., has been dissolved, and Geo. M. Scott, the senior partner, and R. S. Paine, an employe of the firm for 21 years, will continue the business at the old stand, 224 State Street.

Considerable difficulty is being experienced in Minnesota in filling a government order for 1,000 tons of first-class timothy hay for use in the Philippines. This is not due to any lack of good hay, but to the fact the contract calls for it to be compressed to 110 cubic feet to the ton. But few presses can be found to do this work, and even then it is claimed that the wire is unable to stand the strain. It is thought that the officials will waive this stipulation to some extent.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, was as follows:

During the week ending November 18, the receipts were 4,184 tons, against 3,773 tons for the previous week. Shipments were 340 tons, against 355 tons for the previous week. Hay was scarce throughout the week. The local demand for all descriptions was good and prices ruled firm. Sales of Choice Timothy ranged at \$12.00@12.50; No. 1, \$11.00@11.75; No. 2, \$10.25@11.00; not graded, \$8.00@11.00; Choice Prairie, \$9.50@10.50; No. 1, \$8.75@10.00; No. 2, \$6.00@7.50; No. 3, \$6.00@6.25; No. 4, \$5.00@5.50. Rye straw sold at \$6.00@8.00; wheat straw at \$6.00 and oat straw at \$5.25@5.50.

During the week ending December 2, the receipts were 4,730 tons, against 5,645 tons for the previous week. Shipments for the week were 152 tons, against 227 tons for the previous week. The market for Timothy Hay ruled steady during the week. A fair local inquiry existed and the offerings were not very large. Shipping demand was light, and prices exhibited no material change. Sales of Choice Timothy ranged at \$11.50@12.50; No. 1, \$10.75@11.50; No. 2, \$9.75@10.50; not graded, \$8.50@11.25; Choice Prairie, \$9.00@10.00; No. 1, \$8.25@9.50; No. 2, \$6.75@8.50; No. 3, \$6.00@6.50; No. 4, \$5.50. Rye straw sold at \$6.50@8.00, and oat straw at \$5.50.

During the week ending December 9, the receipts were 4,822 tons, against 4,730 tons the previous week. Shipments for the week were 180 tons, against 152 tons for the previous week. The arrivals of Timothy Hay were quite small during the week, and a firm market was experienced. The local demand was good and all grades met with ready sale. Prairie Hay was rather dull during the early part of the week. The offerings were liberal and only a fair inquiry existed. Later the receipts became smaller and the demand improved. Sales of Choice Timothy ranged at \$11.75@12.50; No. 1, \$10.75@12.00; No. 2, \$10.00@10.50; No. 3, \$8.00; not graded, \$7.50@11.00; Choice Prairie, \$9.00@10.00; No. 1, \$8.00@9.00; No. 2, \$7.00@8.00; No. 3, \$6.00@6.50. Rye straw sold at \$5.00@8.00 for poor to choice, and oat straw at \$4.00@5.50.

SOME NORTHERN GRAIN.

E. J. Lawrence, who arrived last week from Fort Vermillion on Peace Valley, 350 miles north of Edmonton (Alberta, Canada), brought in with him some surprising samples of grain grown and matured on his farm at Vermillion. These grains, in the straw, are on exhibition in the Bulletin office and speak for themselves as to the fertility of the Vermillion soil and the possibility of successful agriculture along the Peace River Valley. The varieties are oats, barley and wheat, Ladoga and Red Fife. In the straw they stand nearly 6 feet in height and the grain is perfectly matured and hardened. The crop was sown on the 24th of April and harvested on the 26th of August. Harvesting actually commenced the 22d of August and would have commenced on the 18th, but was interfered with by wet weather. Continual rainy weather was experienced at Vermillion during the summer. Mr. Lawrence explains that the samples brought down by him were not picked from a patch specially cultivated for exhibition purposes, but that he has 3,000 bushels of the same quality of grain. He has been raising crops at Vermillion for twenty years, and never had a failure, and only in one year, 1884, was the crop injured by frost. He has 100 acres under cultivation, and H. H. Lawrence had an equal area in crop. Altogether there are about another 100 acres under crop in the settlement, making a total acreage of cultivated land of 300 acres. In the settlement there are also about 400 head of cattle.—Edmonton Bulletin.

Morse & Johnson lost a stock of broomcorn, said to be worth \$90,000, in a fire which occurred in their warehouse at 182 Kinzie Street, Chicago, on the night of November 27.

Fires - Casualties

The new Atlas Elevator at Ferney, S. D., nearly full of wheat, was burned recently.

The Graves Elevator at Chickasha, Ind. Ter., operated by Tom Code, was burned last month.

John Otto's grain and produce establishment at Zilwaukee, Mich., was destroyed by fire recently.

A large grain warehouse at Savoy, Texas, collapsed on November 26, destroying the building and some of the grain.

A. Colin & Sons lost 8,000 bushels of grain and other property in a destructive fire which visited St. Boniface, Man., recently.

The Big Four Elevator and Mill at Vanlue, Ohio, was burned on November 11. The loss is reported as \$15,000, with partial insurance.

The Van Buening Elevator at Emden, Ill., was set on fire recently by the spontaneous combustion of slack coal. It was quickly extinguished.

M. M. Spencer's grain, hay and feed establishment at Galveston, Texas, was damaged by fire last month. The loss was covered by insurance.

A crib belonging to the Mattingly Distillery at Owensboro, Ky., was burned recently. It contained 5,000 bushels of corn and 40 tons of hay.

The Williams Elevator at Horton, Ohio, burned on the evening of November 28. It contained 600 bushels of corn and some hay. Insurance, \$600.

Emil Pehlke, a carpenter employed on the new elevator in South Chicago, Ill., fell 76 feet and received injuries from which he died an hour later.

The Atlas Elevator Co.'s new elevator at Redwood Falls, Minn., burst open at one end and let out some 4,000 bushels of wheat one day last month.

The Middle Division Elevator Co.'s oat bin at Saunemin, Ill., burst open one morning last month, letting out 40,000 bushels of oats and leaving the building a wreck.

Two carpenters working on the new Counselman Elevator at Humboldt, Iowa, were thrown to the ground, a distance of 50 feet, killing one and fatally injuring the other.

By the giving way of the second floor in F. C. Heal's feed establishment at Batavia, N. Y., Chas. Ames and 700 bushels of oats went down to the first floor, without any serious results to Mr. Ames.

The Dilworth Elevator at High Bluff, Man., containing 30,000 bushels of wheat, was destroyed on November 28. The building had capacity for 50,000 bushels and was insured for \$4,000, and contents for \$8,000.

Henry Kinder, an old gentleman employed in Hanley Bros' elevator at Barnes, Ill., had his leg caught in the cog wheels of a corn sheller and badly mangled below the knee. Amputation may be necessary.

The Hyde Elevator at Wentworth, S. D., gave way last month and let 10,000 bushels of wheat onto the ground. It was known for several days that the house was overloaded, but cars could not be secured to relieve it.

The grain elevator at Shenandoah Junction, owned by W. N. Lemon & Co. of Shepherdstown, W. Va., was destroyed by fire November 10. The building and contents were insured for \$2,700. The elevator will be rebuilt.

Wilson, Sheffer & Co.'s mill at Albany, N. Y., was burned early on the morning of December 5. The building was a 3-story structure and contained 10,000 bushels of rye, all of which is a total loss. Both the building and stock were insured.

The Erie Mills and elevator connected therewith at Defiance, Ohio, were burned on the early morning of November 27. The mills were owned by the Maumee Valley Milling Co. and were used only for storing grain and flour. Loss, \$30,000; insurance, \$18,000.

A large elevator at the foot of Bathurst Street, Toronto, Ont., was burned recently. It was owned by the Harbor Commissioners and leased to the Canadian Pacific Railway. It was but little used and will probably not be rebuilt. The loss was about \$10,000, with \$6,000 insurance.

The 5-story frame warehouse of B. S. Rhea & Son, on the river front at Nashville, Tenn., was totally destroyed by fire on the evening of November 25. The principal contents of the building were 3,000 bushels of wheat and 3,000 sacks of nitrate of soda. As the latter melted and flowed into the river it caused a series of heavy explosions. The insurance is said to be \$4,000 on building and \$24,000 on contents, while the loss is some \$50,000.

OBITUARY

Orrin Smith Rogers, grain dealer and liveryman of Essex, Conn., died December 4, aged 36 years.

Herman Snyder, manager of one of R. F. Cummings' elevators at Gilman, Ill., died there November 9.

Arthur Bird, a grain dealer of El Reno, Okla., was shot and killed by unknown men early last month.

A. H. Johnson, of the elevator firm of Herton & Johnson, Helena, Ark., is dead. He was also interested in other business enterprises in Helena.

Edward S. Sturges, for many years prominently identified with the grain elevator business at Buffalo, died at his home in Geneva, N. Y., on November 8.

Winfield S. Anness, until recently in charge of a grain and feed store at Woodbridge, N. J., committed suicide by shooting on November 29, during a fit of despondency.

John Hensley, a grain merchant at Lyons Farms, N. J., shot and killed himself on November 30. He was 35 years old and married. No cause for his action is known.

H. M. Bailey died at his home in Greenville, Jersey City, N. J., early in November, aged 79 years. He was for many years engaged in the grain business in New York.

James H. Smith, a grain and produce dealer of Laporte, Ind., died November 12. He was born in England in 1813, and first bought grain in this country at Davenport, Iowa.

Wm. J. Leadbeater died on November 21, at Chicago, aged 61 years. He was one of the oldest members of the Chicago Board of Trade, and for 30 years had confined his operations to oats.

J. M. Hixson died in Seattle, Wash., recently. He was probably the oldest commission merchant on the Pacific Coast, having been engaged in selling grain and hay in Sacramento in 1849.

Geo. H. Ward, aged 37 years, died in New York City recently from an operation for appendicitis. Mr. Ward formerly resided in Detroit, Mich., where he was president of the Board of Trade in 1895 and 1896.

Charles H. Schoppe, a young man engaged in the feed commission business in St. Louis, Mo., died recently after a long illness. Representatives of the Merchants' Exchange and the Hay Exchange attended the funeral.

William S. Richie, a resident of Muscatine, Iowa, since 1857, died there on November 14, aged 68 years. In former years he was a large dealer in grain and produce. He was an old soldier and an upright, Christian citizen.

Ira Nelson, an old citizen of Ottawa, Ill., died there of paralysis on November 11. He was for a considerable time engaged in the grain business at Spring Bay, Tazewell Co. He was well known among the horsemen of the Northwest.

George B. Pope, a prominent grain and flour merchant of Waltham, Mass., died on November 30 of paralysis. He also operated a mill in Watertown and was a member of the Boston Chamber of Commerce and its predecessor, the Corn Exchange.

John E. Huntoon died in Richmond, Va., recently. Prior to 1866 he was a member of the Chicago Board of Trade. In New York City he made and squandered large sums of money, operating bucket shops, etc. He is thought to have died in comparative poverty.

Thomas L. Currie, a member of the Merchants' Exchange of St. Louis, Mo., died there on November 17. He was originally located at Peoria, Ill., where he was connected with Bartlett & Co. In St. Louis he formed the firm of Currie, King & Co., and later acted as grain inspector in various capacities.

Hugh McLennon, president of the Montreal Transportation Co., and a prominent member of the Board of Trade and the Corn Trade Association of Montreal, died suddenly on November 21. Mr. McLennon was born in Glengarry, Ont., in 1825. He had been prominently connected with the business interests of Montreal for many years, and his sudden death is regretted by all his business associates.

John T. Alvey, a grain dealer of Richmond, Va., on November 10, dictated his will to his confidential clerk and disappeared, evidently suffering from some mental derangement. More than two weeks later his body was discovered in the canal into which it appeared he had dived. Mr. Alvey was about 57 years of age. The Richmond Grain and

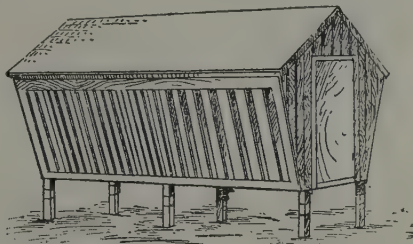
Cotton Exchange, of which deceased had been a member for 20 years, adopted resolutions of respect.

George P. Foresman died at his home in Circleville, Ohio, on November 23, aged 54 years. He had been in failing health for nearly two years. Mr. Foresman's first business venture was a flour and feed store in Circleville. At the time of his death he and his brother, William, conducted an extensive grain and milling business. Among the many floral tributes were those from the Knights of Pythias, the grain dealers' association of which he was a member, and from the grain dealers of Circleville.

FARMERS' CORN CRIBS.

The importance to farmers and grain dealers alike of good corn cribs on the farm cannot be too strongly emphasized, for obvious reasons. Hints for their improvement being always in order, we reproduce from the Orange Judd Farmer the following sketch of an idea that seems to be sound. Such a crib is found occasionally in the New England states, but the idea is good enough to use anywhere with necessary local modifications, since it is so constructed as to keep corn perfectly. The insloping sides keep the rain from getting at the corn, and the sides of open slat work let the air pass through. Such a crib can be made of any size desired. Windows can be placed under the eaves and the corn turned in through them direct from the wagon, but the most common plan in New England is to have a door at one end, and carry in the corn in baskets, filling it in solidly from the rear to the door. A large crib of this sort may have a passage way through the center, with cribs on either side. The foundation posts have wide strips of tin about them to keep mice from getting up to the corn.

Speaking of crib rodents, a correspondent of the same paper says that a farmer who has been tormented with rats in the corn crib has outwitted



the cunning rodents by simply covering the outside of his corn crib with heavy three-eighths-inch mesh wire netting from below the floor to the roof. If the doors are kept shut, the corn will come out in spring as bright and clean as it went in the fall previous. "If I were to build another crib, however," he adds, "I would nail the wire on the inside of the crib and use no side boarding at all, but fasten the wire with staples to 2x4 posts set edge-wise 12 or 14 inches apart. This would save the expense of siding and allow air to circulate through the crib and the grain." The ends of such a crib he says, "must be made tight with a tight-fitting door or doors, which must, of course, always be closed when no one is in or around the crib. The crib should be 18 inches or two feet from the ground. As an extra precaution, the wire netting may be put between the two thicknesses of floor boards, but if properly built, that would probably be unnecessary. Such a crib would last a lifetime and not a bushel of corn destroyed, provided the enemy is not introduced in loads of corn hauled from the field or from other carelessness."

IMPROVEMENT IN CORN.

The Agricultural Experiment Station of Illinois, in its Bulletin No. 55, gives details of experiments undertaken for the improvement in the chemical composition of the corn kernel. The purpose in view is thus stated:

"The many different uses which are made of corn and the enormous value of the crop to the United States in general, and to the state of Illinois in particular, may certainly be deemed sufficient reason for investigating the possibility of making improvements in the chemical composition of this important grain. The nature of any desired improvement will, of course, depend upon the use which is to be made of the crop produced. For example, if corn is grown for the manufacture of starch, glucose sugar, syrup, or alcohol, it is desirable that the grain contain a high percentage of carbohydrates, and that the percentages of its other chief constituents, protein and fat, should be reduced as much as possible. If corn is to be used as feed for growing animals or manufactured into corn flour or human food, a higher percentage of protein will certainly increase its value. If it is to be used chiefly for fattening stock, perhaps an

increased percentage of fat would be an improvement.

"That the chemical composition of corn can be changed seems reasonably probable from the changes which have been produced in some other plants—notably the sugar beet."

As to the results attained the following statement is made: By actual trial it has been found both possible and practical to select corn by mechanical examination with either high or low content of protein, fat, or starch.—Exchange.

COMMISSION

The grain and stock brokerage business of Ward & Watson, Minneapolis, Minn., has been closed.

A. R. T. Dent has sold his grain brokerage business at Sioux City, Iowa, to the Leach-Connolly Co.

J. P. Forbes & Co. have opened an office at Ottumwa, Iowa, as a branch of the Weare Commission Co., Chicago.

The Cunningham Commission Co. of Little Rock, Ark., has been incorporated to deal in grain, flour, feed and produce. Capital stock, \$5,000.

Frank Bacon has withdrawn from the Milwaukee commission firm of E. P. Bacon & Co. to enter a manufacturing business in which he is interested.

The wholesale grain, hay and feed firm of Henry D. McCord & Son, 94 Broad Street, New York, assigned on December 1. The assets and liabilities are said to be about \$100,000 each.

No settlement has been reached yet between Barrett, Farnum & Co., Chicago, and their creditors. About 85 per cent of the latter have signified their willingness to accept 30 per cent in settlement.

The Cash Grain Co., Omaha, Neb., has been incorporated to do a general grain business, with a capital stock of \$100,000. The incorporators are: E. L. Bradbury, W. M. Christie and A. J. Molinelly, of Chicago.

The name of the R. T. Morrison Grain Co., Kansas City, Mo., has been changed to the Morrison Grain Co., which has been incorporated with a capital stock of \$10,000 by R. T. and J. L. Morrison and F. J. Poor.

On November 14, the Chicago Board of Trade firm of McLain Bros. & Co. closed their business permanently and transferred all their accounts to Lamson Bros. & Co. Various reasons are given for the firm's retirement.

The Cincinnati grain commission firm of Knaut & Holt was dissolved last month by mutual consent. C. E. Knaut continues the business from the office in the Chamber of Commerce, while W. E. Holt has engaged in the grain elevator business at Fithian, Ill.

The John Miller Co., grain commission merchants at Minneapolis and Duluth, supply their customers with a six-page folder, which describes the different manners in which grain can be sold, how much is meant by a carload of the various grains. It also tells how it will be inspected and weighed on arrival at Minneapolis or Duluth; describes the various grades of wheat, and gives other information valuable to many country shippers. If more of such literature was used, transactions between shippers and receivers would be conducted more intelligently and fewer misunderstandings would arise.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

- M. Duffy, Swanington, Ind.
- D. I. Coggin, Waverly, Neb.
- L. Barbeau, president S. Howes Co., Silver Creek, N. Y.
- Chas. Hammond, of Huntley Mfg. Co., Silver Creek, N. Y.
- M. W. Clark, representing The E. P. Allis Co., Milwaukee, Wis.
- M. D. Beardsley, representing the Prinz & Rau Mfg. Co., Milwaukee, Wis.
- A. F. Shuler, Minneapolis, Minn., representing the Huntley Mfg. Co., Silver Creek, N. Y.
- J. P. Sterling, Kansas City, Mo., representing the Prinz & Rau Mfg. Co., Milwaukee, Wis.

The Dominion of Canada and Ontario departments of agriculture are collecting seeds and cereals for exhibition at Paris next year.

The Western Ohio Seed Company of Greenville, Ohio, recently filled an order from Adelaide, South Australia, for several bushels of seed wheat of the Economy variety.

TRANSPORTATION

The grain rate on Michigan roads will be increased January 1.

The C. P. Ry. Georgian Bay Route closed for the season November 28.

All of the canals of New York state were officially closed at noon December 1.

Boats at Duluth are now willing to take grain to Buffalo at 4½ cents, including winter storage.

A winter route is to be kept open between Milwaukee and St. Joseph, and active transportation carried on.

The ocean rate, December 1, New York to Liverpool, was 3¼d on grain; from Boston, 3d; December loading.

The Monon Route is about to build a branch from Cloverdale, Ind., to the coal fields of Sullivan and Knox counties.

The Southern Pacific has advanced its grain rate from Utah to the Coast from \$4 to \$7.60 per ton. The rate is practically prohibitive.

The Western Water Ways Association convention at Memphis, November 14, was composed of 600 delegates, representing seventeen states.

The extension of the Iowa Central from Belmont to Algona will open up a new grain belt and grazing region, naturally marketing at Peoria.

The Des Moines, Iowa Falls & Northern Railway has just been organized to build from Des Moines northeast to Iowa Falls, and on to Hampton or Osage.

The Omaha roads are discussing a proposition to reduce grain rates to the sheep and cattle ranges of Wyoming, Colorado and Idaho, which are short of feed.

The Northern Pacific will have an extension to Clearwater, Wash., completed by New Year's, 60 miles long from Potlatch. It will open up a rich grain belt.

The Ottawa & Parry Sound Railway has carried over 14,000,000 bushels of grain eastward to Montreal this season, beating its 1898 record by over 2,000,000 bushels.

The contract for building the first twenty-five miles of the South Dakota extension of the Chicago, Milwaukee & St. Paul from near Yankton to Tyndall, S. D., has been let.

It is expected that another advance in grain rates to the Atlantic seaboard will be made before January 1. It will be 3 cents per 100 pounds, which will make the rate 25 cents.

The Interstate Commerce Commission has ruled that the 7-cent differential against corn in favor of corn meal from Kansas points into Texas is too high, and should not exceed 3 cents.

Charters to carry 1,200,000 bushels of wheat from Duluth to Buffalo, to be held in winter storage there, have been made by the Bessemer Line, and four boats were loaded prior to December 1.

The Illinois roads have asked the State Board of Railroad Commissioners for an increase in the broomcorn shipping rate, and to have the classification raised from fourth to second class.

The carload rate on grain was abolished by the Nebraska roads on December 1. It is said the State Board of Transportation will intervene in the matter if the hundredweight rate increases the cost of shipping.

The Rock Island Railway Company is about to begin the construction of two branch lines, one of which will be in Oklahoma, from Kingfisher to Guthrie, about 30 miles; the other in the Indian Territory, from Chickasha to McAlester, about 50 miles.

In spite of protests from all classes of shippers in all parts of the country, it seems certain the new "commodity rates" will be put into effect January 1. The grain dealer is not specially hit by this change of classification, but the hay shipper "gets it under the collar" hard.

Word has been received at Nevada, Iowa, from New York that the bonds of the Duluth & New Orleans Railroad have been floated. The contract for the grading has already been let and work will be commenced at once on the bridges and culverts. The first section of road running from Des Moines to Nevada will be completed next summer.

A grain rate went into effect on the traffic over the Illinois Central on November 15, increasing the tariff to New Orleans 3 cents per hundred. A Bloomington firm, which had its corn sold for shipment a month ago and could not get cars, figures a loss of \$200 on the advance, although the

corn would have gone forward if cars could have been secured.

To ship corn from Kansas City to Baltimore December 1 cost 25½ cents per hundred pounds, while the rate to New Orleans and Galveston was 13 cents, with ocean tonnage at only 2 cents higher from the Gulf over Atlantic ports.

The sensational rumor that the Pennsylvania Company had absorbed the B. & O. and the New York Central the "Big Four" systems, is denied. The story means only, it is said, that there being now "freight enough for all," the magnates have agreed to maintain rates for a while.

A charter has been granted to the Kansas & Southeastern Railway Company in Oklahoma, to build a line 140 miles long from Arkansas City, Kan., to an intersection with the Missouri, Kansas & Texas Railway at a point in the Creek Nation, I. T., passing through Kay County and the Osage Indian reservation in Oklahoma and crossing the Frisco Railway at Dawson, I. T.

FLAXSEED

Colorado sent her first flax to market this season.

Shipments of flaxseed have been heavy of late and prices are steadily advancing.

A linseed oil mill, to have a capacity of forty barrels of oil daily, is to be erected in Grand Forks, N. D. J. Brannon of New York is named as one of the chief promoters of the enterprise.

For the benefit of those who have not been keeping track of the movement of flaxseed prices, it may be remarked that prices on December 8 showed an advance within less than ninety days of about 40 cents a bushel, a fluctuation meaning either enormous profit or enormous loss to the man who has kept in the market during that period.

A record-breaking cargo of flaxseed from Philadelphia went out recently on the steamer Dutch Prince of the Keystone Line, to the Netherlands. It consisted of about 200,000 bushels of the seed and was loaded at Girard Point, Philadelphia. The steamer Otta, of the same line, recently carried to Amsterdam 42,000 bushels of flaxseed and 1,486 bags of linseed cake.

An important meeting of the National Flax, Hemp and Grain Association was called to be held at Fargo, N. D., December 13 and 14. The Association includes growers and handlers of the grain, fiber men and oil men. Among the speakers slated for the occasion were Governor Lord of Portland, Ore., R. R. Randall of Lincoln, Neb., Professor Hazen of the Minnesota Agricultural Experiment Station, L. H. Schneider of Boston and J. Sterling Morton, the former secretary of agriculture. According to the recent crop estimates, North and South Dakota are producing about one-half the entire flax crop of the United States, the capacity of the Twin States being about 10,000,000 bushels per annum.

Machinery is now on the ground for the Flax Fiber Company's mill at Sheldon, N. D., and over 800 tons of straw is stacked on the mill site. This straw has been purchased from the farmers of the neighborhood at a cost of \$2,000, which is net gain to them, as they have heretofore burned their straw. The Sheldon mill is only one of a series of small mills which are being established by the United States Flax Fiber Company in Sheldon, Mayville, Amana, Wheatland, Hillsboro and Moorhead. The straw is to be reduced to as fine a grade of fiber as possible and sold to big linen manufacturing concerns in the East. Another important flax interest is the French-Hickman Flax Fiber Company's large plant at Fargo, for the reduction of flax straw, to be manufactured into manila paper. The mill is now completed and will use sixty tons of straw daily.

The Orange Judd Farmer's estimate of the 1899 flax crop places it nearly 2,700,000 bushels in excess of any previous crop in the United States. The 1899 total is 20,086,000 bushels; the total for 1898 was 17,217,000; 1897, 10,891,000; 1896, 17,402,000 bushels. There was an increase of more than half a million acres over the flax acreage of 1896, and of 126,000 acres over the acreage of 1898. The 1899 acreage was 1,679,000. The average yield this year was higher than in any of the preceding three years, being 12 bushels to the acre. The states producing flax are: Wisconsin, Minnesota, Iowa, Missouri, Kansas, Nebraska, North and South Dakota. The farm prices for flax range higher than last year (from 98 cents to \$1.07), and recent market prices at Chicago have been correspondingly higher. This above estimate credits North Dakota with an acreage of 388,000, but figures compiled by H. U. Thomas, the North Dakota Commissioner of Agriculture, from the assessor's reports of flax

acreage, would indicate that fully 600,000 acres are in flax in that state, and that the production for 1899 for North Dakota alone is 7,200,000 bushels.

The American Linseed Oil Company is said to be making a profit of five cents a gallon on oil and to have \$5,500,000 in cash and cash assets. The regular quarterly dividend of 1¾ per cent on the preferred stock is payable December 15. Shares have been active on the Chicago Stock Exchange and quotations advancing. Speculation hinges on the reports of purchases by the company of the plants of two of their largest rivals, the Spencer Kellogg Company and the Wright & Hills Company, both of Buffalo, N. Y. The American Linseed Company is now said to be doing 90 per cent of the oil and cake business of the United States, crushing 1,250,000 bushels of seed a month. The policy of the company is said to be to arrange territory so as to avoid ruinous competition, rather than to buy up competitors.

The Duluth Commercial Record's November flax report shows receipts at the six leading markets for the four months ended November 30 of 15,078,000 bushels, against 12,160,000 bushels same period last year; 8,102,000 bushels same period 1897 and 13,038,000 in 1896. Shipments were 9,746,500, leaving stocks in store December 4 of 1,857,000 bushels. The Record says: "As regards seed still to come forward, there exists a wide divergence of opinion. According to our calculations the receipts from now to August 1 will exceed 4,500,000 bushels. It will do the shorts very little good, however, as a fairly large proportion of it is even now under contract. A careful summary made at this time last year found that exactly the same amount, 8,000,000 bushels, had been absorbed by crushers, and at that time it was estimated that 1,500,000 bushels of this remained in crushers' hands, either as seed or oil, and that 6,500,000 bushels was the amount consumed during the four months. Judging from the present easy inquiry from crushers, it is doubtful if crushers' requirements were much, if any, larger than last year."

The EXCHANGES

Recent sales of Minneapolis Chamber of Commerce memberships have been made at \$335.

Wm. J. Orthwein, the well-known grain man, is mentioned as a candidate for president of the St. Louis Merchants Exchange.

C. A. Whyland, a member of the Chicago Board of Trade and the Chicago Stock Exchange, was expelled from the latter organization on December 9 on the charge of bucket-shopping.

Joseph Abrahamsohn was recently suspended from his privileges as a member of the New York Produce Exchange, on account of his conduct in the matter of a grain contract entered into by him with E. Pfarius.

John Barrett, senior member of the firm of Barrett, Farnum & Co., has been suspended for one year by the directors of the Chicago Board of Trade for "uncommercial conduct." This consisted in trading in some 10,000,000 bushels of wheat with only \$30,000 capital.

The Board of Managers of the New York Produce Exchange recently notified members to transact no business on the exchange for the Southern Pacific Railway until further notice. This decision was the result of a claim made by a member against the railway company for an alleged violation of contract.

The directors of the Chicago Board of Trade, on December 5, found Arthur R. Jones guilty of not notifying a customer of the execution of an order within the time limit fixed by the rules. He was suspended from the privileges of the exchange hall for one day.

A Chicago Board of Trade speculator finding himself on "Easy Street," where he had occasionally been before, decided to fix matters so he would not go "dead broke" at any time in the future. The story is told that he went to the local manager of a large life insurance company, and after explaining what he wanted, paid the company \$20,035, which secures him an income of \$100 a month as long as he lives.

The insurance feature of the New York Produce Exchange having proved a failure, the Metropolitan has made the exchange an offer to reinsure the entire membership. A large number of the members are in favor of accepting the offer and a petition is being circulated among them for the adoption of a by-law which will enable the trustees of the gratuity fund to accept the company's offer. There are 2,825 members, who, if the company's offer is accepted, will each be insured for \$6,000.

Items from Abroad

The Avonmouth Granary of Mr. Hayes is about completed.

James Bald of Glasgow, an old and well-known grain dealer, died recently in his 75th year.

The weather in Europe has been almost universally favorable for the growing wheat, which, at December 1, was said to be in fine condition.

An important development of the Manchester Ship Canal is in prospect. The directors propose to acquire the Manchester Racecourse for the construction of new docks.

Argentine shipments for the first nine months of the year 1899 included 11,635,584 bushels of wheat, 3,571,872 bushels of corn, 152,974 tons of linseed and 564,172 tons of hay.

French wheat is so abundant that it has become a national problem what to do with it and also satisfy the farmers, who are clamoring for legislation to raise the price.

The city of Sysrane, on the Volga River, with its two trunk lines connecting with the Trans-Siberian Railway, is becoming important as a Russian grain center. It ships both by rail and by the Volga.

The French Consul at Cordoba, Argentina, says the railways to Rosario have been blockaded with grain, and that in the Republic no less than 2,200,000 sacks of grain were at one time waiting to be moved to the coast.

The grain house of Mendl Bros., one of the largest establishments of the kind in Antwerp, made an assignment November 22, with liabilities of \$600,000. The firm's difficulties are due to the failure of the Danube crop.

The elevators at Bristol and London have been crowded with grain which could not be shipped to the interior of England owing to a shortage of cars and grain sacks. The sack-lending companies have stopped buying sacks owing to the high price of jute.

The quality of Australian wheat was so good last crop that some English millers are of the opinion that the winning flour in the recent contest of English against Hungarian flour owed its superiority over Hungarian flour to the admixture of this wheat in the grist.

The suspension of duties on certain agricultural implements in Russia has resulted in the importation of about \$600,000 worth in four months, chiefly thrashers and other complicated machinery. The simpler implements still pay a duty which, with carriage, about doubles their original cost to the Russian buyer.

It is estimated that the wheat yield of the colony of New South Wales this year will reach 13,500,000 bushels, as against about 10,500,000 bushels last year. The quality is exceptionally good, but the average yield is estimated at only about nine and one-half bushels to the acre. It is believed that the export surplus will amount to 2,500,000 bushels.

The latest news of locusts does not afford any more comfort to the agriculturist, though so far as wheat and maize are concerned, in very many places the crops should be too far advanced by the time the hoppers appear for much damage to be done. It would seem probable that the area under maize should see a diminution.—Review of the River Plate, November 4.

The government is about to construct at Odessa, Russia, a special basin for the use of grain ships exclusively, at a cost of over \$550,000. The object is to reduce the cost of loading vessels with grain, the granaries at present being located at a long distance from the docks. An integral part of the scheme will be the fitting of existing elevators with modern receiving, cleaning and loading machinery.

Consul Hughes, of Coburg, under date of October 18, 1899, reports that the grain and grass crops of Thuringia in the past season have been large and of good quality. As many as three, and in some favored spots four, crops of clover and grass have been cut off the same land, the red-top clover being the best, the consul says, he has seen in that part of Germany. He warns exporters not to ship hay, etc., on commission, as the present supply is large.

An interesting personal damage suit comes from Liverpool. A stevedore was assisting in the handling of peas in bags, and when one of the filled bags was being lifted from the vessel into the lighter it broke off at the neck. In falling it broke the stevedore's leg. He sued his employers for damages, and was given \$125 and costs. The employers then sued the party who loaned the bags (for hire) and the bag being found defective, the employers were awarded \$500 damage. The defendant appealed, on the ground that the damage

was too remote for the employer to recover; but the court of appeals dismissed the appeal.

The world's shipments of grain August 1 to November 18 inclusive are given by Broomhall's as follows: Wheat, United States and Canada, 66,432,000 bushels; from Russia, 22,504,000 bushels; from Balkans, 3,288,000 bushels; from Argentina, 15,968,000 bushels; from Australia and New Zealand, 2,160,000 bushels; from India, 3,816,000 bushels; other countries, 4,072,000 bushels; corn shipments, since November 1, 19,552,000 bushels; barley, since August 1, 19,768,000 bushels; oats, since August 1, 31,192,000 bushels; rye, since August 1, 13,608,000 bushels.

For a considerable time there has been much dissatisfaction in local and principal markets over the grading of Kansas wheat. A miller has had to be careful in buying, otherwise he will, in market parlance, be had. Now a year ago and even less, there were samples on the stands which fairly excited a miller's wonder, in fact, some experienced men in the trade contracted in its favor instead of buying Northerns. It was matured, it was plump, and to judge by outside appearance, nice and strong, and it eventually proved thus in the mixture. At the beginning of this year, however, it dropped out of all comparison. Directly after the new standard was issued we scarcely knew where we were, and secondary, thin and shriveled parcels were in the majority. It is a pity, because taken all round the wheat has been very useful for two or three years, and paid for keeping about, ready for times of emergency. Just lately it has mended up a bit on the whole (at least I think so from my experience), and it is to be hoped its continued regularity may be depended upon.—London Millers' Gazette.

BARLEY AND MALT

Dried slop from the distilleries at Louisville, Ky., is being extensively shipped abroad for feeding cattle.

The Pacific Brewing and Malting Company has commenced the construction of a large malt house at Tacoma, Wash., as an addition to its plant.

Several ships have sailed from Portland, Ore., for Europe this season with barley, and the total shipments are expected to exceed 1,000,000 bushels.

The receipts of malt at Cincinnati for the month of November, 1899, were 51,376 bushels and shipments 50,042 bushels, as compared with receipts of 30,822 bushels and shipments of 55,385 bushels in November, 1898.

The Malt Creamlet Company is a new corporation organized under the laws of New Jersey, with offices at Trenton, to manufacture products from malt, cereals and milk. The authorized capital stock is \$1,200,000, of which \$200,000 is preferred, with 8 per cent cumulative dividends.

The Yale was loaded November 28 at Superior, Wis., with the largest cargo of Chevalier barley ever shipped from that market. This barley came from Montana and was a very fine grade, the berry being large, clean and almost white, and commanded a premium over the ordinary barley.

The stock interests of H. J. O'Neill, the barley king, in two grain companies, were sold at sheriff's sale in Winona, Minn., November 25. The stock in the National Elevator Company, 166 shares, was sold subject to a stock lien of \$26,000, the amount of O'Neill's indebtedness to the company. This was bid in by the H. J. O'Neill Grain Company for \$1, the actual value of the stock being \$17,500, considerably less than the lien. The Marfield elevator stock, 154 shares, subject to a stock lien of \$5,100, was sold to the H. J. O'Neill Grain Company for \$14,000, which makes the value of the stock \$19,100.

John F. Dornfield, of Milwaukee, Wis., has been granted a patent on a malt turning and stirring mechanism, Serial No. 695,292. His invention consists of a carriage reciprocable over the malting floor, an endless horizontal driving-belt and driving pulley, a belt-carrying tightening-pulley, a bar provided with a rack fixed on the carriage extending in a radial direction from the driving-pulley, a frame on which the tightening-pulley is mounted movable on said bar, a toothed wheel journaled in said frame gearing with said rack, means for rotating said toothed wheel, and means for releasably locking it against rotation rearwardly.

Figures collected by the Orange Judd Farmer would indicate that the barley crop of 1899 in the United States will reach a total of 96,732,000 bushels, as compared with 55,792,000 bushels in 1898, according to the estimate of the United States Department of Agriculture. The Farmer, however, contends that the 1898 estimate referred to was based

on radically wrong acreage figures and that the actual area now devoted to this crop in this country is at least 40 per cent above the figure which has been reported heretofore by the Department of Agriculture. The average yield this year is 27.1 bushels per acre, as against 21.6 last year.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
October, 1898	30,180	\$14,099	
October, 1899	73,248	35,031	
Ten mos. ending Oct., 1898.....	55,522	23,740	
Ten mos. ending Oct., 1899.....	94,593	44,780	
Exports—			
October, 1898	240,218	142,440	
October, 1899	3,053,392	1,460,314	
Ten mos. ending Oct., 1898.....	3,799,040	1,875,627	
Ten mos. ending Oct., 1899.....	10,948,746	5,432,708	
BARLEY MALT.			
Imports—	Bushels.	Value.	
October, 1898	420	340	
October, 1899 .....	.....	.....
Ten mos. ending Oct., 1898.....	3,620	3,102	
Ten mos. ending Oct., 1899.....	3,121	2,622	
Exports—			
October, 1898	25,668	19,572	
October, 1899	19,450	14,431	
Ten mos. ending Oct., 1898.....	407,601	296,598	
Ten mos. ending Oct., 1899.....	355,573	252,280	

THE FARMER KEPT HIS OATS.

It was Saturday—a pleasant Saturday afternoon in a small Iowa town. The oat crop was just coming in and a string of teams stood in line taking their turns at unloading their oats at the only elevator in the town. It was run by a Yankee, whose personal characteristics were known to every man in the country around except a newcomer. The newcomer's load stood third from the last in the line. It was late when his turn came.

"What are you paying for oats to-day?" he inquired.

At this question the two men behind him heaved hopeless sighs and drove away in apparent disgust.

"Wall, now, I'll tell ye," said the Yankee, rubbing his pointed chin between his thumb and forefinger. "Ye see, a-h—ye know, a-h—ye'r a stranger here, ain't ye?"

"Yes."

"Well, I'll tell ye—ye see, a-h, we clean oats—an' oats ain't this year what they wuz last—got struck with the blight, ye see, but—"

"But what do you pay for o—?"

"Yes, yes—just as I was sayin'; oats ain't No. 1 this year, an' the year before they lodged, an' the year before they mildewed, an' jes's I told the feller that run the place ye're on, the crop's been a failure fur off-an-on five—"

"But what will you pay for these o—?"

The stranger was not permitted to finish his question. The Yankee had shifted his quid, braced against the hay scales, and begun with fresh vigor: "Jus as I wuz sayin'—we clean our oats an'—"

"For heaven's sake, man, how did you ever manage to propose to your wife?"

"Wall, now, I'll tell ye," began the Yankee, with a smile, "Ye see, a-h—ye know—"

"Yes; I've seen a good many Yankees and I've known a good many slow-combustion Hars, but I'll eat all the oats you ever told the price of if I ever saw such a one as you in all my days!"

With this he cut his team with his whip and started home with his load. The last thing he heard, as he drove away, was:

"Say, now—I'll tell ye—"

But he never did, and after that when the stranger heard a man begin a story with, "Well, I'll tell you," he moved on.—Ex.



THE BULL'S "AMMUNITION" SEEMS TO BE DEFECTIVE OF LATE.

Capt. Bull.—Did we hit Bearysmith that time?
Corporal Bull.—Never touched her!! I guess we'd better quit and try some other plan.

Will they be more fortunate soon?—Zahm's Circular.

PRESS COMMENT

ANOTHER JOE WANTED.

December wheat went down to 66½ cents in Chicago to-day. The country needs another Joe Leiter.—Atchison Globe.

DECADENCE OF THE CANALS.

Yesterday, December 1, the canals of this state were officially closed to navigation, and will remain closed by the elements during the five months of December, January, February, March and April, utterly disproving the false claim constantly made that they are a public necessity as regulators of railroad freights, which they are not, but on the contrary, are in rates of freight not only themselves regulated, but ruined, by the railroads.—Rochester Union and Express.

REGULATING POOLING BY RAILROADS.

It is not surprising that the railroads prefer to deal with one legislature rather than with forty-five or more. But the people may prefer a plan under which it is not so easy for the great corporations to regulate their regulators. Nor is it surprising that the companies wish to confer upon Congress the exclusive "right to legislate on all the industrial questions," because "with these changes regulation of capital and labor can be made effectual and without them—never."—Chicago Chronicle.

SELLING INSPECTOR'S SAMPLES.

Mr. Reishus advances the novel but commendable reform theory in the direction of departmental economy, that the samples of grain taken by state inspectors at Minneapolis and Duluth shall be sold and the proceeds turned into the treasury, instead of being disposed of by these officials as an emolument attaching to their line of service. He says that the sums derived from this source amount to \$3,000 per annum, or sufficient to pay the rental expenses of the department at the points named.—Minneapolis Times.

THE WHY OF NEW YORK'S DECLINE.

The unpalatable quality of truth is manifest in the following remark, made recently by a Chicago grain exporter, in discussing the comparative deterioration of outgoing commerce at the port of New York: "Your Hudson River scenery is fine. We like to go down and view it, but we cannot afford to buy it in the grain business." Many will regard this reference to terminal charges and facilities as impertinent. But truth and impertinence, like truth and libel, may often be found in company.—New York Mail and Express.

IOWA AS A CORN STATE.

If the statisticians of the agricultural department are correct Iowa cannot claim that it stands at the head of the corn raising states in 1899. Kansas is placed at the head of the 1899 list with Iowa second and Nebraska third. The belated spring, which seemed to make it doubtful whether Iowa would have a corn crop at all this year, is responsible for the falling off in rank, but Iowa has never known a crop failure; perhaps when all the kernels are counted it will be found that Iowa has just as many as her neighbor to the southwest.—Des Moines Leader.

RELAXING OF THE CANADIAN COASTING LAWS.

Not only has this relaxing of the coasting laws wiped out the growing uncertainty of western Canadian wheat reaching the seaboard which would soon have checked the operations of the wheat buyers in Manitoba and the Northwest, but it should have the effect of diverting from Buffalo to Montreal a greater portion of the grain going eastward from Fort William than in former seasons,—which is only an earnest of the great traffic in Canadian vessels which will be developed in the immediate future, consequent upon the government's far-sighted policy of providing an all-Canadian deep waterway by the St. Lawrence to the sea.—Winnipeg Free Press.

NEW YORK'S FUTURE COMMERCE.

The fact is, the outlook for New York is not encouraging. A new era of low freight rates is coming in with 2,000-ton trainloads. President Fish of the Illinois Central Railroad recently said that a cost to the railroad of 1 mill a ton per mile is a probability of freight transportation of the future. While this would help New York as against the Canadian waterway system, at the same time it would enable New Orleans, Galveston, Port Arthur, Savannah, Newport News and other seaboard terminals to compete with New York. In fact, it is this downward tendency of rail rates that has already

made destructive inroads on New York's traffic.—Chicago Record.

CORNSTALKS IN FINANCE.

The coming financial revolution will be on a corn basis, if the prophetic cornstalks of Kansas and Nebraska and the reports of the department of agriculture are to be believed. The "stalky" stories from the two trans-Missouri states equal in vigor the plain school tales of Mr. Kipling. The official records confirm the reports very nearly.—St. Paul Dispatch.

Late Patents

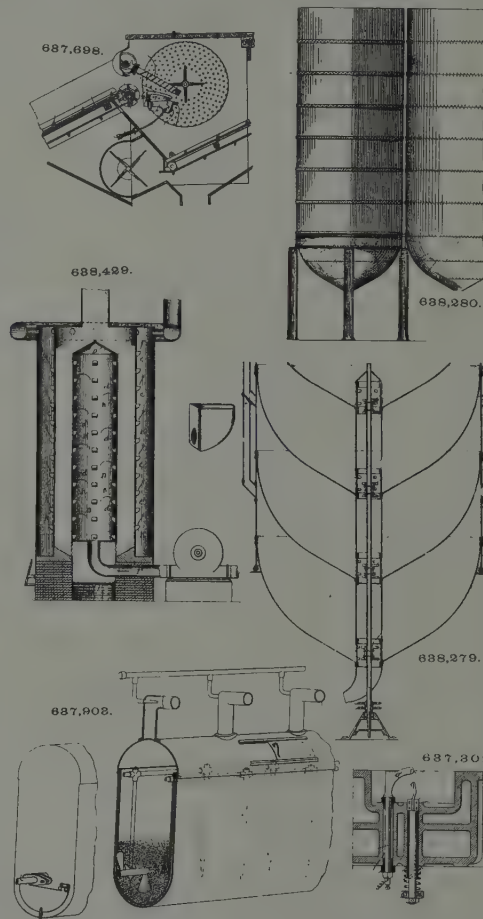
Issued on Nov. 14, 1899.

Bag Fastener.—Peter M. Bang, Dawson, Minn. Filed March 27, 1899. No. 637,068.

Issued on Nov. 21, 1899.

Corn Sheller.—Ira G. Berry, Rock Falls, Ill., assignor to the Keystone Mfg. Co., same place. Filed February 21, 1898. No. 637,698. See cut.

Gas Engine.—Geo. S. Strong, New York, N. Y., assignor to John P. Murphy, Philadelphia, Pa. Filed December 15, 1898. No. 637,298.



Oil Vaporizing Device for Gas Engines.—Geo. S. Strong, New York, N. Y., assignor to John P. Murphy, Philadelphia, Pa. Filed December 24, 1898. No. 637,299.

Crank Shaft for Gas Engines.—Geo. S. Strong, New York, N. Y., assignor to John P. Murphy, Philadelphia, Pa. Filed May 5, 1899. No. 637,300.

Shaft Controlling and Starting Mechanism for Gas Engines.—Geo. S. Strong, New York, assignor to John P. Murphy, Philadelphia, Pa. Filed May 5, 1899. No. 637,301.

Sparkling Igniter for Explosive Engines.—Geo. S. Strong, New York, assignor to John P. Murphy, Philadelphia, Pa. Filed May 5, 1899. No. 637,302.

Gas or Gasoline Engine.—Schuyler W. Zent, Marion, Ohio. Filed February 8, 1899. No. 637,317.

Gasoline Engine.—Jas. B. Doolittle, Wallingford, Conn., assignor of one-half to Alfred R. Justice, Philadelphia, Pa. Filed June 28, 1898. No. 637,450.

Weighing Machine.—F. H. Richards, Hartford, Conn., assignor by mesne assignments to the New England Automatic Weighing Machine Co., Portland, Me. Filed June 24, 1896. No. 637,527.

Issued on Nov. 28, 1899.

Apparatus for Drying Wheat, Etc.—John C. W. Stanley. Filed June 2, 1898. No. 637,903. See cut. The single claim of the patent is as follows: "In a drier, the combination with a vessel, one end of

which is provided with a door at the bottom, and the top is provided with a removable door and a series of outlet-pipes, a worm conveyer journaled longitudinally of the vessel adjacent to the bottom, and above the door, a series of downwardly-projecting jets upon each side of the conveyer, and an ejector in each outlet-pipe."

Gas Engine.—Emil Rappe, Chicago, Ill. Filed November 1, 1897. No. 637,975.

Automatic Weighing Machine.—Edward Hanak, San Francisco, Cal., assignor to the Union Scale & Mfg. Co., Sacramento, Cal. Filed March 14, 1899. No. 637,989.

Issued on Dec. 5, 1899.

Apparatus for Drying Grain.—William Tweedale and Wm. L. Harvey, Chicago, Ill. Filed July 12, 1899. No. 638,429. See cut.

Vaporizer for Explosive Engines.—Benj. C. Vanduzen, Winton Place, Ohio. Filed December 29, 1898. No. 638,529.

Combined Distributer and Regulator for Explosive Engines.—Eugene Brillié, Paris, France. Filed Jan. 11, 1899. No. 638,440.

Subdivision of Grain Bins.—D. A. Robinson, Minneapolis, Minn. Filed July 24, 1897. No. 638,279. See cut.

Grain Bin.—D. A. Robinson, Minneapolis, and Max Toltz, St. Paul, Minn. Filed July 12, 1897. No. 638,280. See cut.

WHEAT ALL THE YEAR.

The Agricultural Department's Crop Reporter gives the following data regarding the times at which the wheat harvests of the world are gathered:

January—Australia, New Zealand, Chile, Argentina.

February and March—Upper Egypt, India.

April—Lower Egypt, India, Syria, Cyprus, Persia, Asia Minor, Mexico, Cuba.

May—Texas, Algeria, Central Asia, China, Japan, Morocco.

June—California, Oregon, Mississippi, Alabama, Georgia, North Carolina, South Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado, Missouri, Turkey, Greece, Italy, Spain, Portugal, south of France.

July—New England, New York, Pennsylvania, Ohio, Indiana, Michigan, Illinois, Iowa, Wisconsin, Southern Minnesota, Nebraska, Upper Canada, Rumania, Bulgaria, Austria, Hungary, Southern Russia, Germany, Switzerland, south of England.

August—Central and Northern Minnesota, Dakota, Manitoba, Lower Canada, Columbia, Belgium, Holland, Great Britain, Denmark, Poland, Central Russia.

September and October—Scotland, Norway, Northern Russia.

November—Peru, South Africa.

December—Burmah, New South Wales.

The Des Moines Register has discovered a new species of prolific corn. According to Farmer Clarkson of the Register this wonderful variety "is called the German corn; is very white; produces from three to seven ears on the stalk, and from 10 to 20 stalks to the hill, while in seeding but one grain of seed is required to each hill. The corn branches out from the root like winter wheat and grows from 10 to 12 feet high. The ears are about nine inches long and quite thick, the grains or kernels being very large and even. Only about 75 bushels of this variety has been produced this year, but this will be enough to seed a good-sized field, and perhaps in another year the seed will be plenty. Should this variety of corn come into general culture," adds the Register, "it would make corn the cheapest fuel that could be obtained."



[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

SITUATION WANTED.

Wanted, position as grain buyer in a country elevator. Have had seven years' experience. Address

GRAIN BUYER, Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Want to buy a small grain elevator in a city of 5,000 to 20,000 inhabitants, in the Northwest, where a feed, rye and corn milling business would pay. Must be very reasonable in price. Address

J. R. McHUGH, 339 East Eighteenth St., Minneapolis, Minn.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

SITUATION WANTED.

Wanted, position as superintendent of an elevator or solicitor for a grain firm. Have had ten years' experience handling grain and operating elevators. Recommendations from two of the leading firms of Chicago Board of Trade. Address

GRAIN, Box 12, care "American Elevator and Grain Trade," Chicago, Ill.



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ENGINE FOR SALE.

For sale cheap, a 40-horse power Atlas Steam Engine, in good shape. For further particulars write the

HUTCHINSON FEED & GRAIN CO., Hutchinson, Kan.

AN INDIANA ELEVATOR.

For sale, the Culver Elevator, situated at Crane, on the Big Four Railway, eight miles south of La Fayette, Ind.

MRS. M. E. CULVER, LaFayette, Ind.

AN IOWA ELEVATOR.

For sale, an elevator in a fine farming country. Located on C., M. & St. P. direct line to Chicago. Elevator new; all modern machinery. Good business; station ships 350,000 to 400,000 bushels. Best of reasons for selling. Address

X. Y. Z., Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

MICHIGAN ELEVATOR AND LUMBER BUSINESS.

For sale, a 10,000-bushel steam power grain elevator and lumber yard in connection. A general produce business. Situated in Metamora, Mich., one of the best farming sections in the state. Building and machinery all new and modern. Call on or address

J. H. JOHNSON, Metamora, Mich.

NORTH DAKOTA MILL.

For sale, a modern, 100-barrel mill in good wheat country. Good custom and merchant trade. Mill has run steady since built three years ago. Also doing a good elevator business in connection. Railroad track to mill. Steam power; cheap fuel. Write for particulars and price.

NORTH DAKOTA, Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

SECOND-HAND MACHINERY FOR SALE.

Two 4-roll roller mills.
One thousand feet link belt, various sizes.
Five hundred feet rubber elevator belt.
Three hundred feet 9 and 12 inch Caldwell Worm Conveyors.

Six hundred steel elevator buckets.
One Fairbanks Hopper Scale.
Good as new at one-half cost.

PARADOX MACHINERY CO., 181 East Division St., Chicago, Ill.

ENGINES AND BOILERS.

For sale, a quick-stroke 40-horse power automatic engine. Also a lot of different sizes of boilers and engines for sale cheap. Address

PHILIP SMITH, Sidney, Ohio.

FOR SALE—CAR MOVER.

A device to shift cars. More powerful than team of horses or ten men. Needed at every mill and elevator. Weight, 20 pounds. Price, \$5.00. Order one on ten days' trial.

E. H. STAFFORD & BROS., 22 Van Buren St., Chicago.

ELEVATOR IN ILLINOIS CORN BELT.

For sale, on account of ill health, an elevator in good grain territory. Immediate possession. Capacity, 10,000 bushels of ear corn and 18,000 bushels small grain. Fairbanks-Morse 20-horse power Gasoline Engine, No. 2 Sheller and No. 2 Cleaner from Union Iron Works. Single dump with ear corn elevator (buckets 7x15). Can handle 60 loads per hour and shell and load 600 bushels per hour, or load 1,500 bushels of shelled corn or oats per hour. Room on own land to build cribs for 100,000 bushels, if wanted. Good place to put in feed grinder. Will sell for less than plant could be duplicated for to-day. Built last winter. Small cash payment and easy terms on balance. Address

J. M. COX, Arcola, Ill.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.,
168 MERWIN STREET, CLEVELAND, O.,
MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

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Chas. L. Glass, Treas. and Sec'y.

The Glucose Sugar Refining Company,

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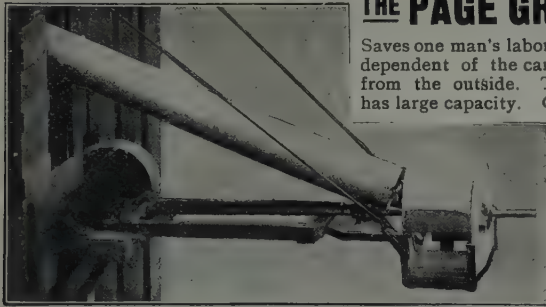
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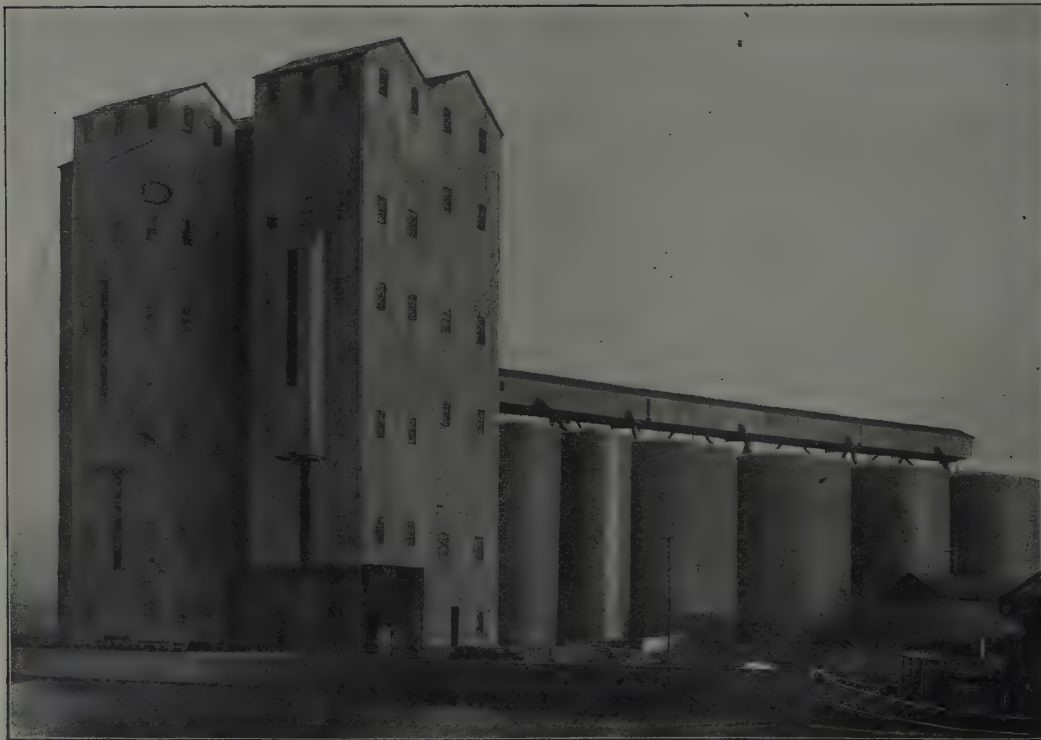
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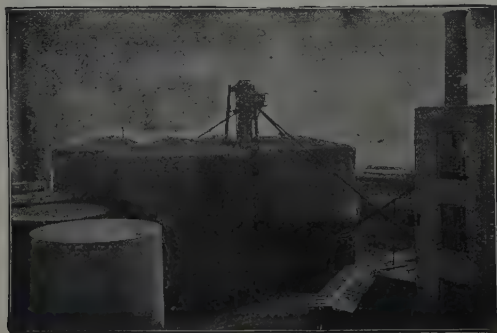
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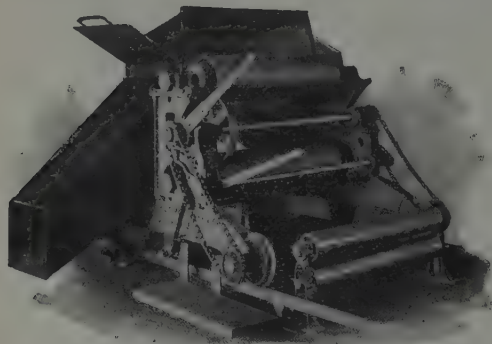
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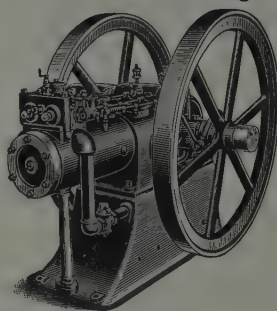
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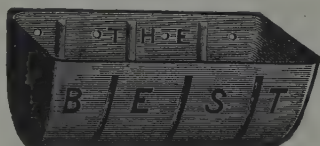
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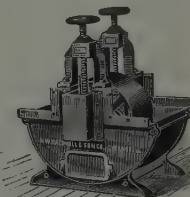
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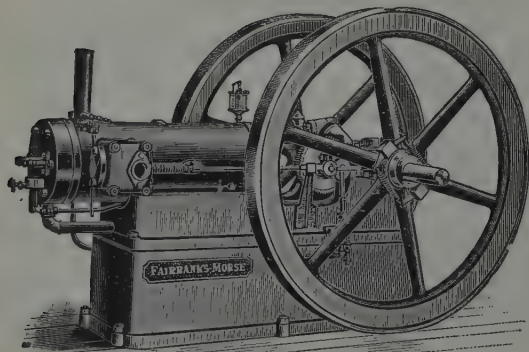
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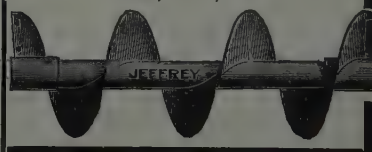
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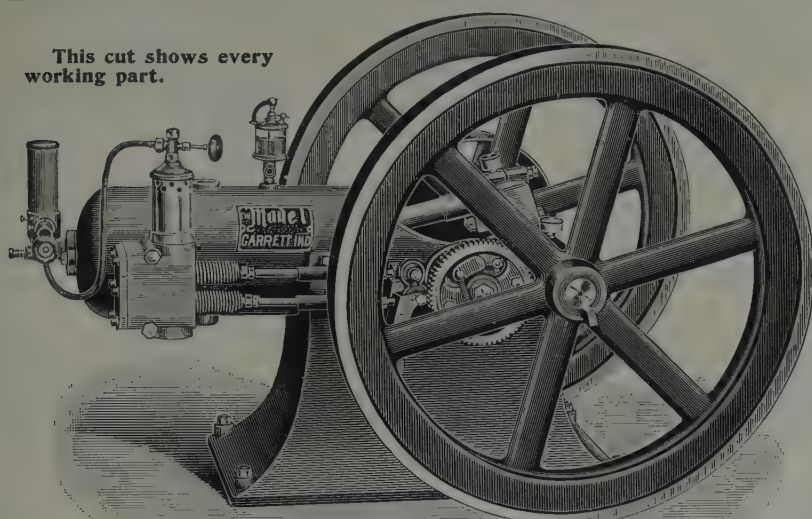
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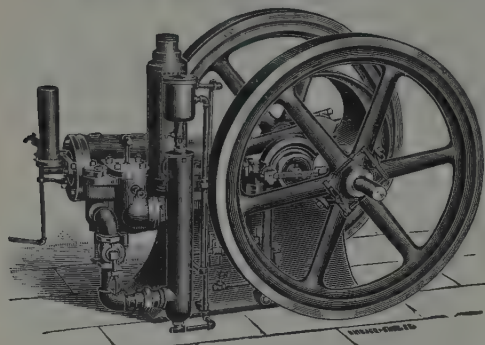
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*Especially adapted for
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Both Hot Tube and
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Racine Engines are the result
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SIMPLE IN CONSTRUCTION
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EXTREMELY ECONOMICAL.

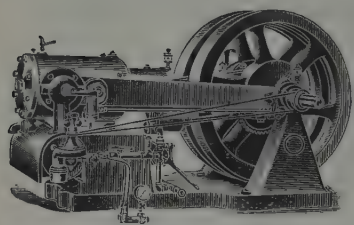
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**Fuel: Common Kerosene.
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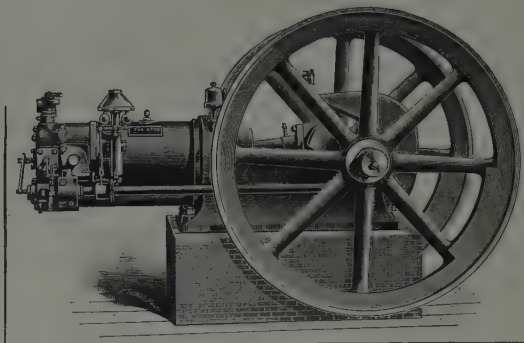
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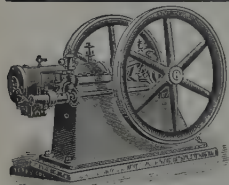
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OBSERVE ITS SIMPLICITY.

No complicated parts on back side or within
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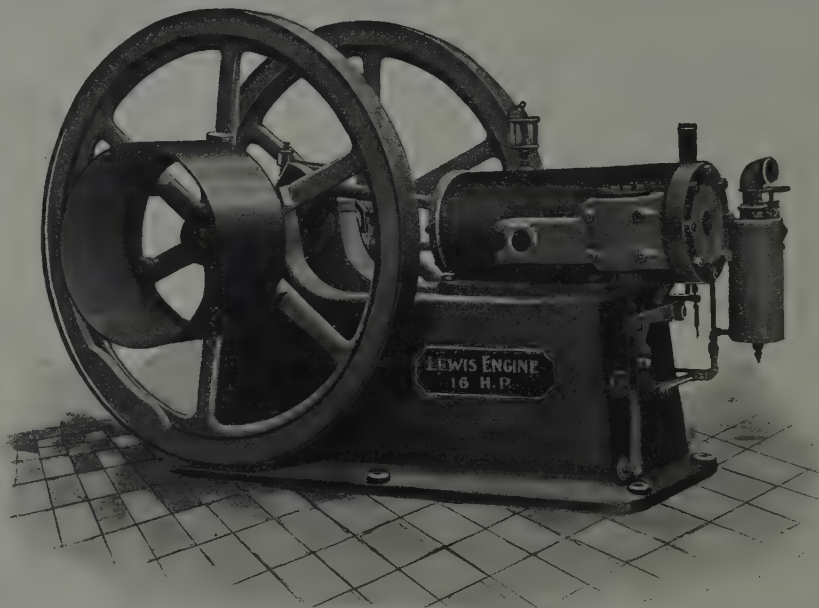
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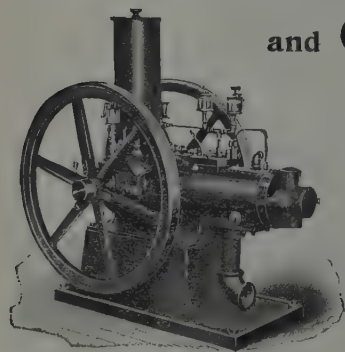
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SAFE and reliable. Automatic igniter. No
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Combines the
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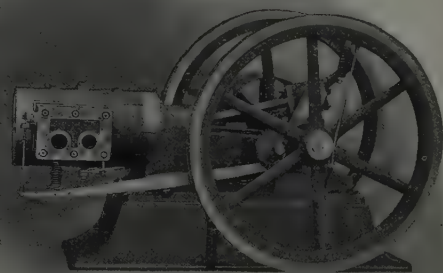
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Stationary,
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Portable.

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The above is a fac-simile of our trade mark, which is found on all genuine Eureka Grain Cleaners.

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Grain Cleaners

CIRCLE THE WORLD.



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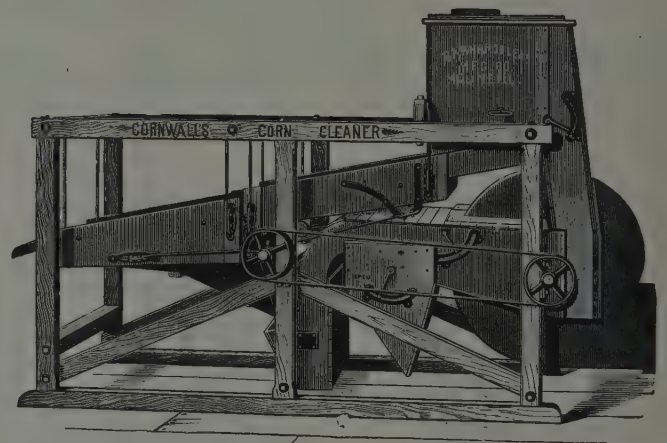
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Possesses
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Cleans corn cleaner with
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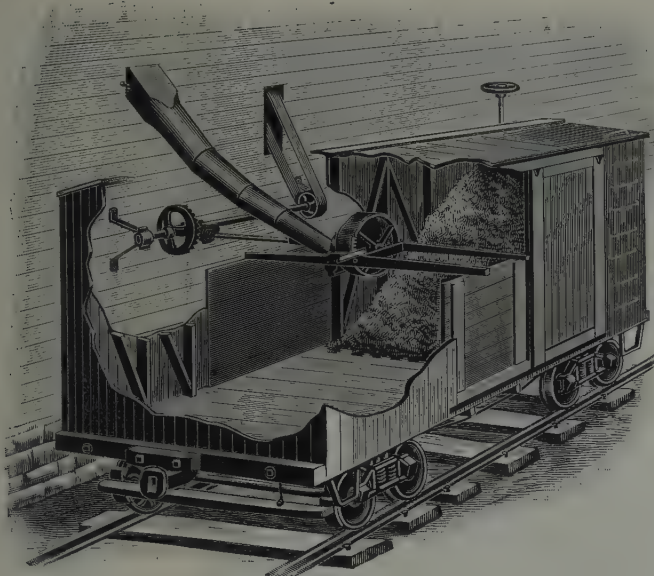
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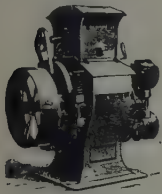
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Three-Roller Corn and Feed Mills.

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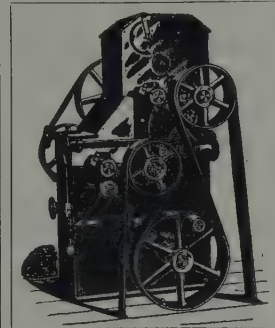
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THAT IS WHAT

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DOES.

Convenient adjustments, light running, rigid frame, force feeder. Guaranteed largest capacity for power consumed. It is the best.

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CUSTOM WORK!

UTILIZE YOUR POWER
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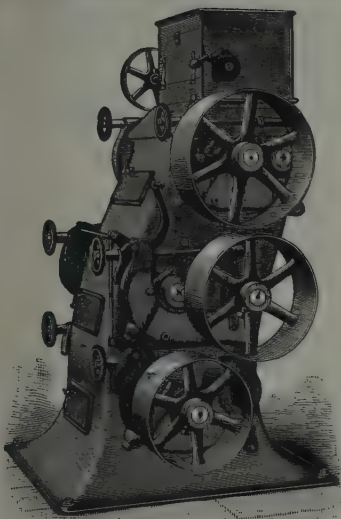
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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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WE CAN FURNISH OUR
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IN ALL LENGTHS AND SIZES DESIRED.



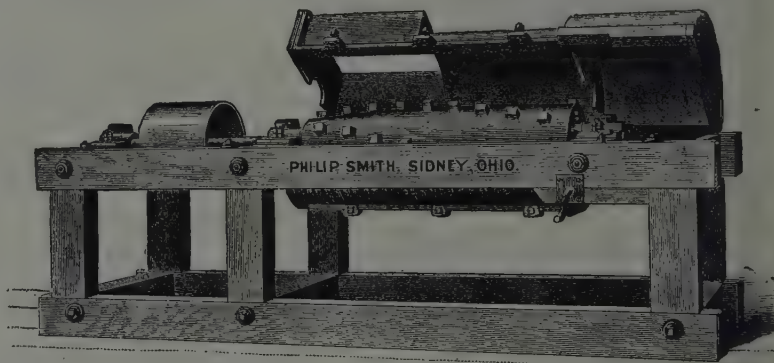
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Also a full line of Elevator Supplies, Belting, Pulleys, Buckets, Boxend Hangers, Shafting, Etc. Everything for a Warehouse or Elevator.



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The simplest in construction of all Shellers. Among the many advantages to be obtained from this machine is that it gets all the corn, and will not plane the grain. Can shell new corn at least thirty days earlier than any other sheller. Requires less power to operate. Has a choke box, adjustable while running. The cylinder is made of chilled iron, cast solid on the shaft, thoroughly balanced. No set screws or keys to bother with. Cylinder made right or left, "as we do not recommend cross belts." All machines have three wide anti-friction bearings. Have stood the test for thirty years.

On my latest improved Sheller I guarantee to duplicate any part that proves defective inside of five years from date of purchase. Parties contemplating building or repairing warehouse or elevator will do well to get my prices and description of machinery.

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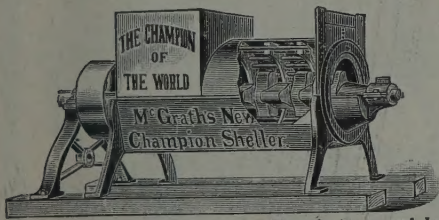
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OUR SUCCOTASH MILL IS UNEQUALED.

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Are the best for
Warehouse and
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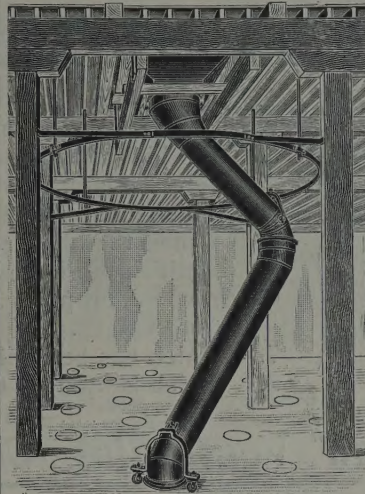
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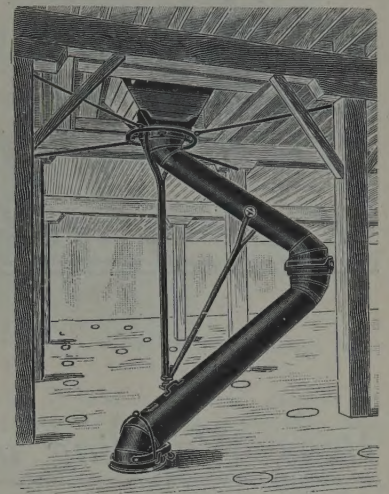
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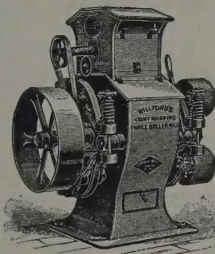
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SOON PAY FOR THEMSELVES
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Because they grind the most feed for the power consumed of any feed mill made; are simple, solid and durable and require very little attention.

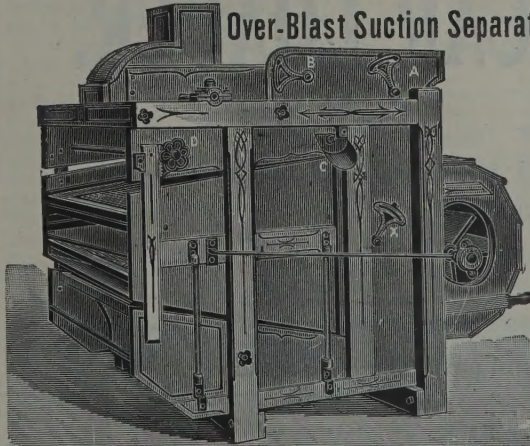
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THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.

Over-Blast Suction Separator.

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Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

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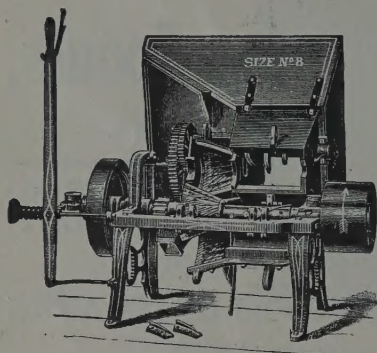
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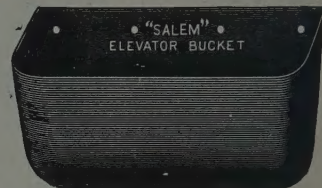
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The "Perfection" has an improved Automatic Valve, which compels perfect protection and ventilation. Thousands in use. Nickel plated protector postpaid, \$1. Cir. free.

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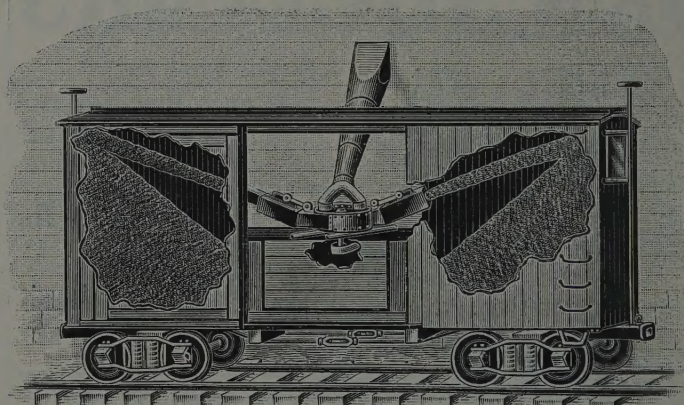
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THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

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- Cools grain that is beginning to heat.
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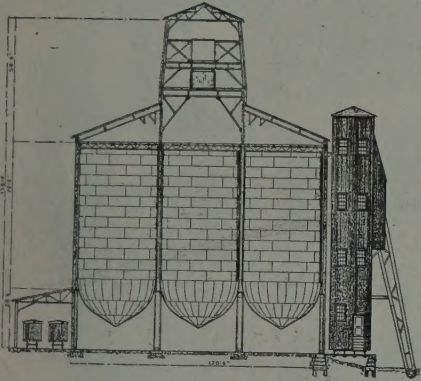
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Grain Elevators of Steel,

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Water and Oil Tanks,
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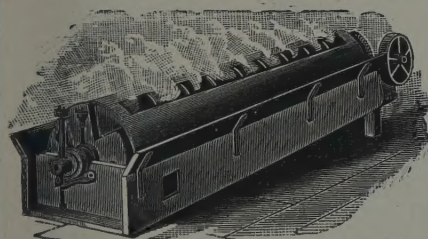
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Which is also a successful
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It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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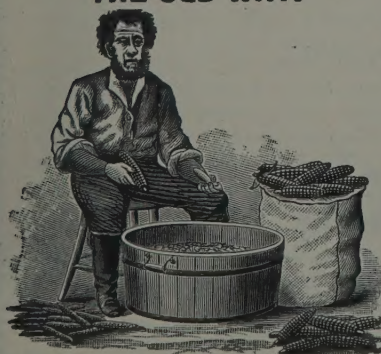
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ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double
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THE OLD WAY.



For NEW and BEST Way

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Manufacturers of the CELEBRATED

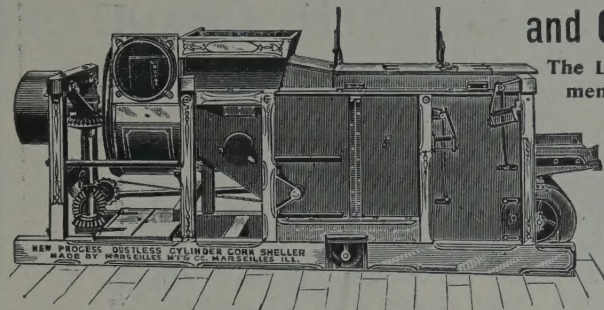
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Elevator Supplies of All Kinds a
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We are the Pioneer Elevator Builders of the
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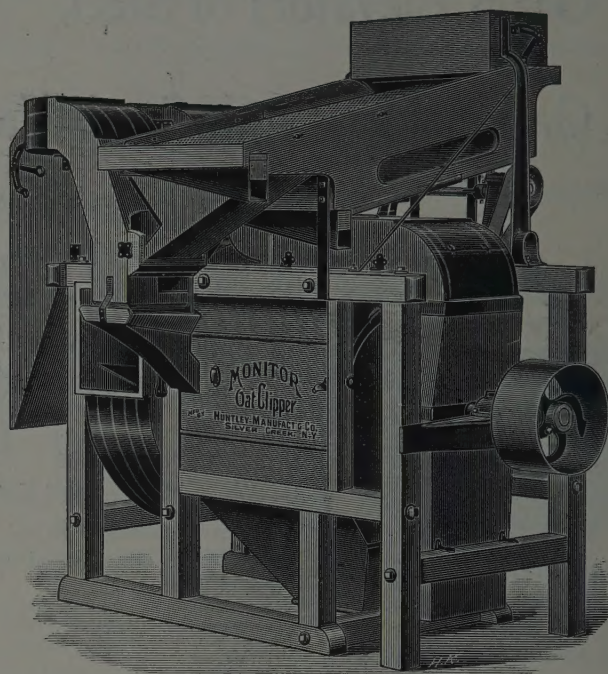
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